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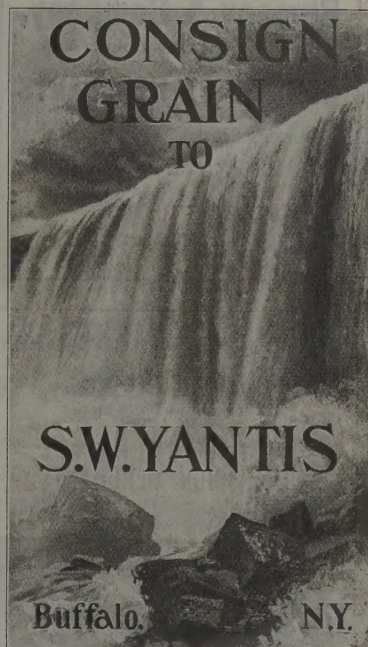
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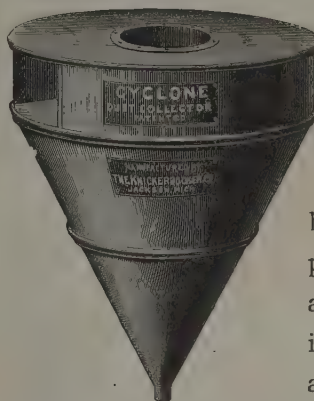
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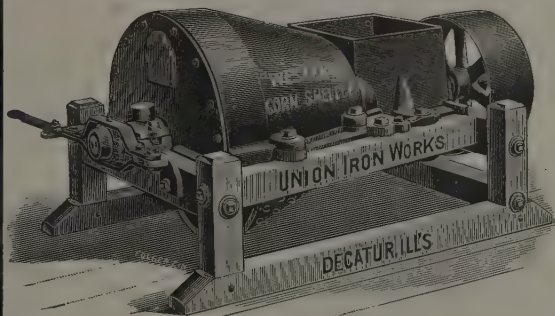
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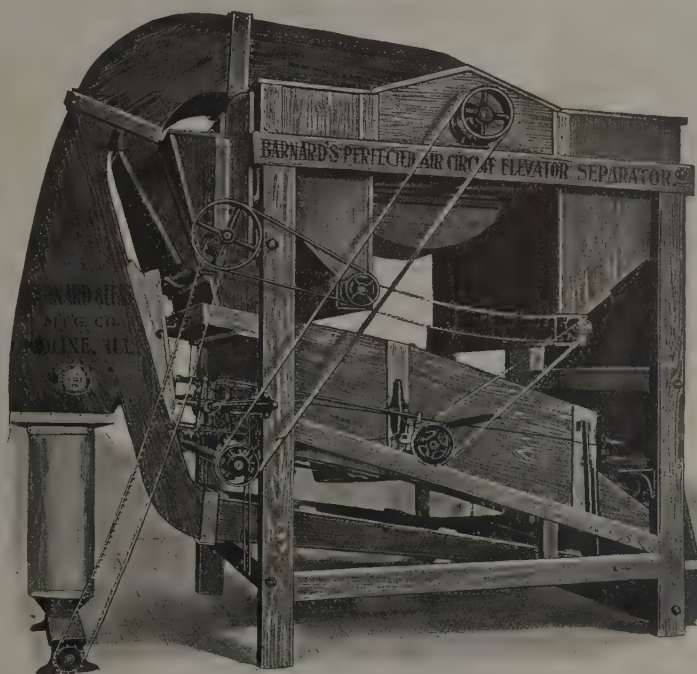
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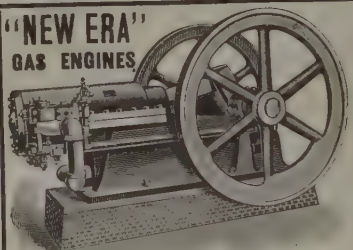
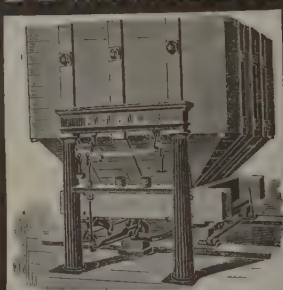
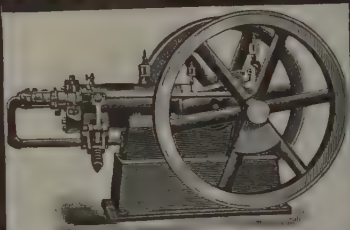
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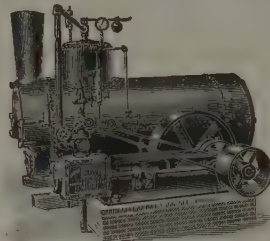
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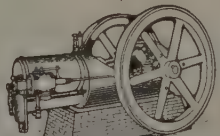
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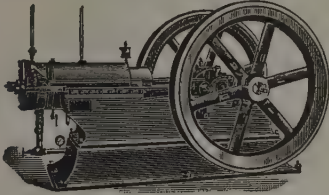
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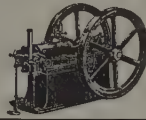
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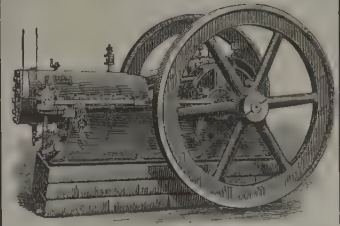
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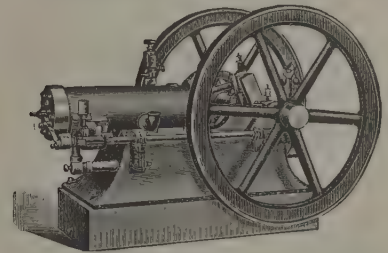
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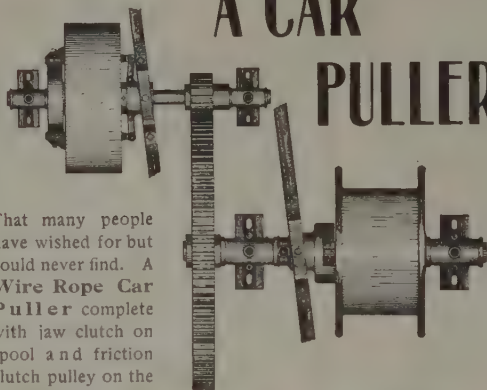
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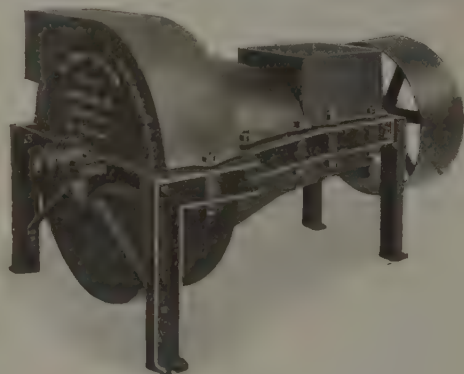
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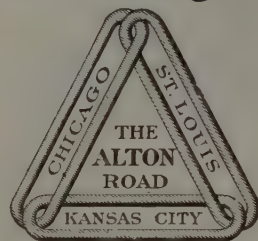
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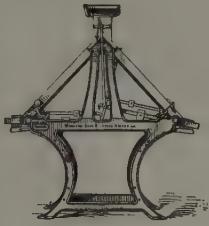


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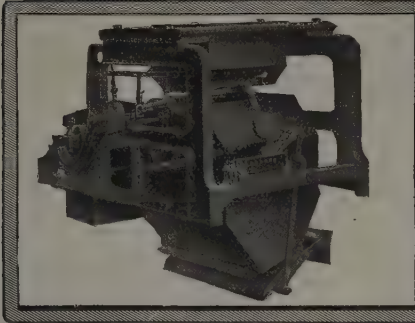
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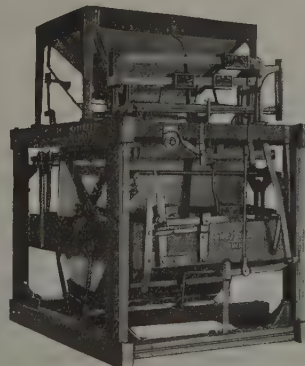
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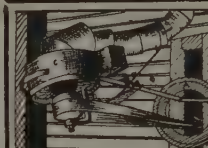


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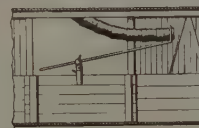
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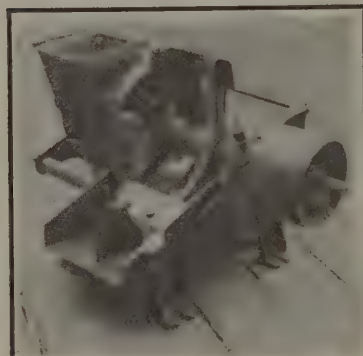


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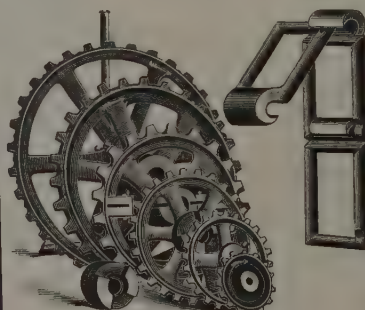
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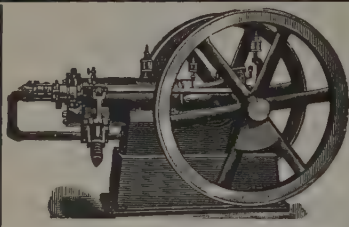
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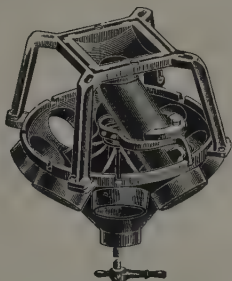
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The "Signaling" feature of our device is the factor that accomplishes this result, and is found in our distributors, only.

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SEND FOR BOOKLET.

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Contractor and builder of
GRAIN ELEVATORS

I manufacture Chain Grain
Feeders for the world.

Flour Mill and Elevator Machinery
Supplies &c. Write for special prices.

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ELEVATORS

Send for samples Low prices

Full line elevator
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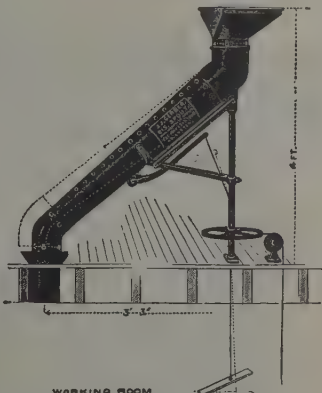
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MONEY SAVED

when you buy the No. 2
**Gerber Improved
Distributing Spout**

It is well made from heavy
material, simple in construction,
dependable. Can be
operated from working floor



Be sure your new elevator is
equipped with Gerber spouts
For particulars write

J. J. GERBER
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SELLING AGENTS

Richardson Automatic Scales
Hall's Distributors
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**We Are Large Manufacturers of
Steel Roofing, Corrugated Iron, Etc.**



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

The Ohio Corn Sheller

NONE BETTER :: GUARANTEED

We manufacture a complete line of
machinery and supplies, such as:

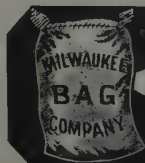


**CORN SHELLERS, CORN CLEANERS, CHAIN DRAG
FEEDERS, DUMPS, HEADS AND BOOTS**



and everything for a first-class elevator.
Send us your specifications and we will
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THE PHILIP SMITH COMPANY
SIDNEY, OHIO



*The best Bags are none too good for your
business. We handle them. Write for prices.*

Milwaukee Bag Co., Milwaukee, Wis.

In a Class by Themselves

The "CLIPPER" CLEANERS have no near neighbors. That they are the best Cleaners on the market is conceded by all experienced users.

The machine shown in this cut is especially adapted to cleaning seed and small grains and is one of the most popular cleaners that we manufacture. It is equipped with traveling Brushes, one for each Screen—upper and lower. **These brushes keep the screens from clogging without personal attention,** insure

uniform work and the full capacity of the machine is maintained at all times.

Our Special Air Controller can also be used with this cleaner, and by the use of which we are **absolutely able to control the air blast** by regulating the speed of the fan to exactly meet the requirements of the work, thereby improving the quality of the separations. This machine is moderate in cost, medium in capacity, and like all "CLIPPER" Cleaners carries our guarantee. Write for further particulars, catalogue and prices.



A. T. Ferrell & Co.
Saginaw, W. S., Mich.

A GOOD INVESTMENT !

The New Process Dustless Warehouse
Corn Sheller, Separator and Cleaner

It Shells Well and Cleans Clean, Takes all the corn off the cob.
Does not crack or grind the grain.

This combined sheller and cleaner has vibrating cob and grain shoes hung on springs; also blast and suction fans and thoroughly separates the shelled corn from the cobs and other refuse. This style sheller can be furnished with or without ear corn feeder, shelled corn elevator or cob carrier; either one or all can be attached and driven from the machine. Made in four sizes with capacities ranging from 250 to 1200 bus. per hour. Send for our catalog. It fully illustrates and describes our line of shellers and cleaners as well as all the machinery and supplies needed in the building and equipment of an up-to-date elevator.



**MARSEILLES
MANUFACTURING
COMPANY**

**Marseilles,
Ill.**



DESTROYED BY FIRE

Cedar Rapids, Iowa, Gives Information

OF INTEREST TO GRAIN DEALERS: The largest cereal mill in the world, being the plant of the American Cereal Co. (Quaker Oats), burned on March 7th, 1905. Contracts for rebuilding on a larger scale were signed on March 20th, '05. Twenty cities tried to secure the location of this mill, but the company said "No!" They knew their business. Cedar Rapids offered the best facilities, and here will they stay.

THIRTY-EIGHT ELEVATORS: The removal from Des Moines on February 21, made Cedar Rapids the headquarters of the Northern Grain Co., which owns thirty-eight elevators in Iowa. The company operates more than one hundred elevators in adjoining states, and buys annually over five million bushels of grain.

ANOTHER INCREASE: Douglas & Co., of Cedar Rapids, have the largest starch factory in the West, and, situated as it is, in the greatest corn belt of the United States, it will supply a large share of the trade. This plant is just finishing an addition which increases the daily grind of corn from 4,000 to 6,000 bushels, which is as much as any concern in the country is grinding into starch—160 men are at present employed in the works.

AND STILL ANOTHER: The Bosch-Ryan Co. moves its headquarters from Davenport to Cedar Rapids and is erecting elevators with a capacity of 400,000 bushels, a malting plant eight stories high, with a capacity of 4,000 bushels of malt per day. This is the only house in the United States handling malt exclusively. This plant will be the second largest in the world, all of which goes to *cinch* the claim that Cedar Rapids, Iowa, is the greatest cereal center in the entire west, and from a manufacturer's standpoint, in the United States.

We have other enterprising Grain Dealers in Cedar Rapids, among which are the following: Anchor Mills Co., T. G. White Co., Wells-Hord Grain Co., Jackson Grain Co., and the Acme Roller Mills.

It is the railroad facilities and natural location that does the business—we have both.

We need a system of storage elevators. Opportunity here is great in any of the cereal lines.

For information address

THE COMMERCIAL CLUB

CEDAR RAPIDS, IOWA

ELEVATORS FOR SALE.

ELEVATORS FOR SALE; if you mean business, write for my list. Aaron Smick, Decatur, Ill.

TWO ELEVATORS for sale. Large territory. Price, \$4,500. Address Lock Box 121, Menlo, Iowa.

A SMALL LINE of country elevators in western Canada for sale. Address Box 558, Winnipeg, Manitoba.

I WILL sell my elevator, feed mill and lumber yard Bryant, Ia.; doing a good business in all lines. N. J. Millhaem, Miles, Iowa.

TWO ELEVATORS for sale in northwestern Ohio. For particulars, address B. Box 10, Grain Dealers Journal, Chicago, Ill.

TWO UP-TO-DATE ELEVATORS with lumber and coal yards in connection for sale. Address Box 173, Sioux Falls, S. D.

FOR SALE—Two good up-to-date grain elevators, located in the best grain belt of central Ohio. Address R. P. Wood, Ridgeway, Ohio.

FOR SALE—50,000 cribbed elevator in western Iowa. Large territory, doing a good business. Address M. C. W. Box 9, Grain Dealers Journal, Chicago, Ill.

9,000 BUSHEL elevator at Cropper for sale, \$3,000. Good bldg., hopper scale, cleaner, etc. Coal, feed and stock in connection. W. B. Johnston, Enid, Oklahoma.

FOR SALE, a line of eight elevators in Southern Minnesota and Northern Iowa; will pay good money on the investment. Aaron Smick, Mill & Elevator Broker, Decatur, Ill.

NEW IOWA ELEVATOR in good corn and oats country for sale; capacity 16,000 bushels; good business town. Address Bargain, Box 8, Grain Dealers Journal, Chicago, Ill.

LINE OF THREE ELEVATORS in central Iowa on C., M. & St. P. Ry. for sale. Good territory and good business. Reason for selling other business. Address N. S. Beale, Tama, Ia.

GRAIN AND LUMBER business for sale. In central Iowa. A bargain if taken within thirty days. Will sell separate or combined. Address J. O. F. Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, GRAIN AND COAL business for sale at one of the best stations in Central Illinois on Wabash Railroad; ideal location, good town, good schools, good churches; 600,000 bu. station. Address Post, Box 8, Grain Dealers Journal, Chicago, Ill.

NEW, UP-TO-DATE elevator in best grain district in Northern Indiana. Capacity 35,000 bu. Flour, feed and coal business in connection. Doing splendid business. Net profits will pay for entire plant in less than three years. Address Box 15, Argos, Indiana.

ELEVATORS FOR SALE.

ELEVATOR AND LUMBER business for sale at a reasonable price. A fine opportunity to right party. For particulars address M. B., Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE. Two in central Illinois, handle 300,000 bu., in good repair, in fine towns, also handle coal. 25,000 and 20,000 bu. capacity. Address Haw, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A first class elevator well equipped and located in a town of 6,000 in S. W. Iowa. A fine territory. Owner now engaged in banking business, and desires to dispose of elevator. Address M. C. Struble, Wellman, Iowa.

GOOD ELEVATOR for sale; 20,000 bu. cribbed; doing good business; will handle 85,000 to 90,000 bushels this year. Good coal business; all located in Central Iowa. For particulars address L. D., Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in southwestern Ohio on main line "Great Central Route." Town 12,000 inhabitants. Doing good business. 500 bu. hopper scale. 15 H. P. gasoline engine. Splendid opportunity. Address Frank Schmitt, Box 154, Middletown, Ohio.

TWO NEW IOWA Elevators in adjacent towns in good corn and oat country for sale; capacity of each 25,000 bushels; equipped with sheller, cleaners and 15-h.p. gasoline engines. Reason for selling, going out of business. Address C. D. S., Box 8, Grain Dealers Journal, Chicago, Ill.

GOOD ELEVATOR in central Ohio for sale. Cribbed construction, 12,000 bu. capacity, 22 H. P. gasoline engine, hopper, wagon and platform scales. In splendid farming country. Good wheat, corn, oats and hay point. Only elevator in town. Only reason for selling is physical infirmity. Address Lock Box 327, Marion, Ohio.

ELEVATOR FOR SALE or rent, 35,000 bushels capacity, gasoline engine power, Monitor cleaner and feed grinder, doing first class business in grain, hay, flour, feed, seeds etc. in village of 600 people and in good farming country. Have also good hardware business in connection. Will rent or sell all together or separate as desired. Address Lock Box No. 1, Lena, Wis.

NEW ELEVATOR FOR SALE in Central Ohio. Modern and up to date in every respect, most complete plant in interior Ohio. Capacity, bins cribbed, 50,000 bu. Ear corn 8,000 bu. Mill feed 50 tons, flour storage 1,000 bbls. Thoroughly equipped with machinery including a complete corn meal outfit. In one of the best grain sections of the state. Shipping facilities unexcelled with the advantage of five railroads. Doing a good grain business, wholesale flour (1,000 bbls. per month), coal and retail trade. Good for \$4,000.00 to \$5,000.00 net profits per year. Best of reasons for selling. For further particulars, address Snap, Box 9, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE.

ELEVATOR AND COAL business for sale. Cheap if sold soon. Charles F. Lambert, Orestes, Ind.

THREE ELEVATORS in central Iowa for sale. For particulars write Box 314, Luverne, Minn.

ELEVATOR FOR SALE, nearly new, 12,000 bushels capacity. Good opportunity. A. C. Bohrnstedt, Cadott, Wis.

TERMINAL ELEVATOR FOR SALE. A 200,000 bu. Steel Elevator, Ten Tanks, located on one of the best roads in Toledo, Ohio. Address The Toledo Salvage Co., Toledo, Ohio.

ELEVATOR FOR SALE—20,000 bus. capacity. Hay warehouse in connection. On 3 railroads, county seat, 3,000 people. Electric power, cheap for cash or will trade for farm. Write Box 40, Allegan, Mich.

ONE NEW 10,000 BUSHEL ELEVATOR and coal trade for sale. Good grain and hay point. One corn dump. Reason for selling, other business to look after. W. L. Bristoll, Mt. Blanchard, Ohio.

FOR SALE—A small line of elevators in southern Minnesota. Elevators in good condition and doing good business; well established coal business with each elevator. Address Lock Box 606, Mankato, Minnesota.

COMBINED ELEVATOR and hay shed for sale; gasoline power. Also coal business in connection, in excellent grain and hay territory in Northwest Ohio. Good town. Price, \$2,000. Address D., Box 5, Grain Dealers Journal, Chicago.

ELEVATOR, 15,000-bu. capacity, for sale, with corn sheller and warehouses to store 50,000 bu. of grain; good wholesale and retail trade; in good black land country; with good corn crop now made; same will begin to move by September 15th. Address, O. H. Black, Leonard, Texas.

ELEVATOR, FLOUR & FEED business for sale in Western Indiana, good live town, Big 4; mainly oats and corn, good margins, capacity 50,000 bu. with ear corn cribs. Good reason for selling. Price, \$15,000. Handles average 200,000 bu. Address Y. D., Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in North Dakota. Station shipped last season about 300,000 bushels. Has three elevators. Grain brought about 5c profit per bu. Capacity of elevator 12,000 bu. \$1,000 cash. Balance to suit at 6 per cent. Have other business requires all my attention. Address Daw, Box 10, Grain Dealers Journal, Chicago.

ELEVATOR, COAL AND FEED business for sale. Capacity 15,000 bu. with two dumps, handling from 90,000 to 125,000 bu. a year and from 2,500 to 3,500 tons of coal a year, also a good feed business in connection, price \$4,000, a good opportunity for somebody, reason for selling very poor health. One good year's business will nearly clear it. Address Burke Bros., Vinton, Iowa.

ELEVATORS FOR SALE.

GOOD ELEVATOR for sale. Almost new; 15,000 bu. capacity; in good grain country; at a bargain. Address W. E. Poole, McCoysburg, Indiana.

THREE ELEVATORS for sale; located in best corn and wheat section in Kansas. For description and price, address W. M. Chelf, Geneseo, Kan.

ELEVATORS FOR SALE in Illinois, Indiana, Ohio, Iowa, and in fact all of the surplus grain states. Write for the largest list ever published. C. A. Burks, The Elevator Broker, Decatur, Ill.

A LINE of seven elevators on the M. & St. L. in Iowa. Modern houses, good territory and a liberal patronage. Easy terms can be arranged; worth the money. Price, \$30,000. Address Martin, Box 544, Grain Dealers Journal, Chicago, Ill.

WILL SELL my new elevator of 30,000 bus. capacity on the Penn. in Ohio. Town has population of 1,500. Handles 200,000 bus. and has a big retail flour business. Price \$17,000. Write for full particulars. Box 287, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Our 12,000-bu. elevator on the I. C., on ground 100x200 ft. One of the best locations in the state; good town—3,200. Handles 200,000 bus. per year. Are going to quit and will sell at a bargain. Write Box 312, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, lumber and coal business in Western Indiana for sale. 15,000 bu. capacity, handles about 200,000 bu. corn, oats and wheat per year. Lumber shed, 56x60. Coal bins for 250 tons. No competition in either line. Good town, churches and schools. Address Day, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Cheap, at Altamont, Ill., one of the best arranged Grain Elevators and Implement houses; also large coal house with ground; good opening for a grain, hay, coal and live stock man. Price, \$3,500.00. Located on B. & O., Wabash, Vandalia and C. & E. I. R. R.'s. Address Byron Piper, Altamont, Ill., or A. F. W. Luehrmann, St. Louis, Mo.

FOR SALE—Having purchased the West Side Elevator in Newton, Ill., I have the following property for sale: Two large hay barns, a large seed house equipped with gasoline engine and power seed cleaner, wagon scale, grain house, corn cribs and coal bin all in good condition. All situated along side track of C. H. & D. railroad in Hunt City, Ill. A good business and will sell it reasonable, also my residence property. Write T. F. Money, Newton, Ill.

FOR SALE—Having accepted the secretaryship of the Indiana Grain Dealers Association, I desire to sell our Winamac mill and elevator. Capacity of elevator 30,000. All up to date machinery for handling and shipping grain. Our own ground. One competitor. Same help run both mill and elevator. Connected with clutch coupling. Mill makes 75 barrels per day. All new throughout. Enormous crop of oats out, look fine. Wheat crop splendid. Station ships ordinary year 400,000. Price \$14,000. Address J. M. Brafford, Indianapolis, Indiana.

ELEVATORS FOR SALE.

ELEVATOR, LUMBER AND COAL business in southern Minnesota for sale. Large territory. Will handle 100,000 bus. in a good year. Will sell businesses separately. Address Reg, Box 10, Grain Dealers Journal, Chicago, Ill.

I HAVE an elevator and mill—the latter 75-bbl. and the former 15,000 bus. capacity. Equipped throughout with splendid machinery. Indiana location, handle 260 bus. annually. Price \$13,000. Address X. Y. Z., Box 285, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

ELEVATORS WANTED in Illinois, at a price for which they can be sold. Aaron Smick, Decatur, Ill.

WANTED—To buy elevators doing good business. Address H., Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED to rent a good elevator with good grain business. Address Illinois, Box 10, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR wanted in good corn and oats belt; in Illinois or Indiana preferred; must be doing a good business. Address Box 187, Dana, Ill.

GOOD ELEVATOR wanted in exchange for good 240-acre farm in north-eastern Kansas. Consideration \$8,000.00. Answer, Kansas, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED a good elevator to operate on shares. Must have a good business. I can give best of references and will furnish part of business capital. Address Henry, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—To buy all or half interest in grain commission and track buying business in Indiana. Also elevator handling lumber and feed. Must be 3,500 people or over. Address Box 85, Fairmount, Ind.

WANTED TO BUY an elevator in Ohio, Michigan or Indiana with capacity of not less than 20,000 bu., having R. R. siding and in good town with banking facilities etc. Address Provost Bros., Fair Haven, Pa.

GOOD ELEVATOR WANTED in exchange for a 160 acre farm, fine soil and well improved, near Warsaw, Ind. and an eight room house in Chicago. Address Coop, Box 9, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR or hardware and implement business wanted in exchange for land. I have 800 acres of land in southern Minnesota and some land in Manitoba, Canada. Would trade any of my land. Address Mark Graves, Adrian, Minn.

ELEVATORS WANTED—One or two elevators doing good business in Corn and Oat Belt with favorable surroundings. Give full particulars and statements which will stand investigation. Address E. D. Vorhes, Ackley, Iowa.

MILLS FOR SALE.

70 Bbl. FLOURING MILL for sale. County seat. F. J. Mahoney, Tekoa, Wash.

FOR SALE—Half or whole interest in new water power mill in the great wheat belt of Kansas. N. & M. machinery. 100 bbls. Long Bros., Simpson, Kan.

FLOUR AND SAW mill for sale. Water power, roller system, planer, lathe, hardwood timber. Price \$3,500, including two story house, barn, six village lots several acres land. A bargain. Address Wm. M. Barnes, Boaz, Wis.

FLOUR AND FEED MILL for sale. Nearly new; established two years. Located in one of the best wheat centers in Northern Michigan on Pere Marquette Ry. Fine opening for hay and grain buyer. Small amount will buy, account of other business requiring owners attention. Address Custer Milling Co., Custer, Michigan.

LOCATIONS.

THE BELT RAILWAY OF CHICAGO transfers freight cars between the different railway lines, industries and warehouses in and about Chicago. Its tracks extend from the C., M. & St. P. Junction (Cragin) to South Chicago and the South Chicago docks, connecting with all railways entering the city. Industries located on the line of the Belt Railway are afforded unequalled switching facilities and the great advantage of connections with all Chicago railroads. This advantage, which enables shippers to avail themselves of competitive rates, can hardly be overestimated, and as the Belt Railway handles interchange business between all connecting lines, there is an abundant supply of cars for shipments of all kinds.

Parties contemplating the establishment of industries, warehouses, elevators, etc., in the vicinity of Chicago are invited to communicate with the President and General Manager of THE BELT RAILWAY, who will promptly furnish them with full information in regard to desirable locations, switching rates, car supply, etc., etc. Address B. Thomas, Pres't, Room 13, Dearborn Station, Chicago.

MISCELLANEOUS.

C. A. BURKS, The Elevator Broker, Decatur, Ill.

WILLIAMS Typewriter, No. 4, little used, at half price. Address Victor Nelson, 502 Traders Bldg., Chicago, Ill.

ASK YOUR DEALER for the Usona Manila Rope Dressing and the Ivy Bar Belt Dressing or write to the manufacturers. Messrs. Scott & Co., Chicago.

NOTICE—CONTRACTORS.

Plans and specifications may be seen at Midland Machinery Co., Minneapolis, and at Cataract House, Sioux Falls, for an elevator to be erected at Lyons, S. Dak. Bids must be in by Thursday, the 25th of this month, and must be accompanied by bond. Company reserves the right to reject any and all bids. Lyons Grain Co., W. F. Kelly, Pres., Baltic, South Dakota.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

One 4 H. P. Lammert & Mann gasoline engine, almost new, cheap. C. A. Kreger, Box 10, Grain Dealers Journal, Chicago.

GASOLINE ENGINE for sale, 30 H. P. Cost over \$900. First class condition. Price \$300. Dr. Schmidt, Covington, Ky.

OTTO GASOLINE ENGINE for sale; 5-h. p., good condition. Address Chicago Grain & Elevator Co., Des Moines, Ia.

GASOLINE ENGINES, all sizes. One 12 H. P. good as new at a bargain. Lammert & Mann, 157 So. Jefferson Street, Chicago, Illinois.

ONE 20 H. P. Slide valve horizontal engine, and one 5 x 4 steam pump. Good condition. Thos. Ramsey, 2600 Harvard Street, Chicago, Ill.

ST. LOUIS CORLISS ENGINE, 20 x 42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling Co., Kansas City, Mo.

FOR SALE—One new 11-in. by 12-in. Double Valve Automatic Engine, 60 horse power, for immediate delivery. A bargain. Aumen Machinery & Supply Co., Baltimore, Maryland.

FOR SALE—The following gas and gasoline engines: 60-h. p. Foos; 65-h. p. New Era; 12-h. p. Lambert; 3½-h. p. Des Moines; 2½-h. p. Fairbanks. Backus Gas Engine Co., 22 S. Canal St., Chicago, Ill.

CHARTER GASOLINE engine, 6 H. P., good as new, \$135.00 takes it. Other sizes in stock. For new engines send for catalogue of the "Coin" gasoline engine. F. W. Coin, 2436 Michigan Ave., Chicago, Illinois.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

WE WILL EXCHANGE a few high grade new gasoline engines for steam plants in good condition, taking difference in cash. We have a 15 H. P. Atlas Engine and boiler for sale. Address Wallace Machinery Co. Champaign, Illinois.

OTTO GAS or GASOLINE ENGINE for sale. 38 H. P., good as new but too small, now being replaced by 75 H. P. Will sell cheap for cash or a little cash and balance in time, payments to suit. Address The H. L. Strong Grain Co., Kansas City, Mo.

GASOLINE ENGINES for sale at a bargain.

One 10 H. P. Columbus.
One 14 H. P. Ohio.
One 5 H. P. Charter.
One 2½ H. P. Weber.
One 5 H. P. Regal Marine Engine, complete with propeller, etc. All are in first class condition. C. P. & J. Lauson, 103 W. Water St., Milwaukee, Wis.

ENGINES FOR SALE.

ONE 16x24 175 H. P. Atlas Automatic engine. F. E. Pfannmueller & Co., 1134 1st Nat. Bank Bldg., Chicago, Ill.

FOR SALE.

One 3½ H. P. Burrell engine in good condition\$100.00
One 4½ H. P. Webster engine in good condition\$125.00
One 5 H. P. Charter engine in good condition\$135.00
One 6 H. P. Charter engine in good condition\$150.00
One 7½ H. P. Webster engine used less than thirty days, latest improved, \$275.00
One Fairbanks Jack of All Trades, good as new 90.00
One 2 H. P. Webster Handy Man, good as new \$75.00
One 2 H. P. Stover engine in good condition \$60.00
One 3 H. P. Webster engine in first class condition\$100.00
One 12 H. P. Webster engine, never been used, latest improved,\$490.00
One 10 H. P. Webster engine, used 10 days, good as new,\$400.00
ALLEN P. ELY & CO.
Dealers in new and second-hand machinery of all descriptions.
1110 Douglas St. Omaha, Neb.

ENGINES AND BOILERS.

FOR SALE: 1 boiler, 16 x 66; dome 32 x 36; 54 4-in. flues, with fronts in good order. Frank G. Ely, Traders Bldg., Chicago, Ill.

THREE 72x20 second-hand boilers that will stand 175 lbs. cold water pressure or 125 lbs. steam pressure; in first class condition. A bargain. Address Manufacturers' Supply Co., Minneapolis, Minn.

FOR SALE—One steam engine, 16x24, Sinker Davis Co. make. One boiler 60 in. x 16 ft., with twelve 6 in. flues, Sinker Davis make. One boiler iron tank, 40 in. x 20 ft. All in fair condition. Address J. W. Witt, Lebanon, Indiana.

MISCELLANEOUS FOR SALE.

FOR SALE—2nd hand 140-lb Flour Bags; 200-lb. Bran Bags, etc., cheap. Wm. Ross & Co., 57 S. Water St., Chicago.

NEW ADDRESSOGRAPH for \$30, cost \$75. Chains containing addresses of 700 Iowa grain dealers. Address C. A. Tower, Des Moines, Iowa.

SAVE MONEY ON MACHINERY, engines and boilers, pumps, feed water heaters, fans, blowers, air compressors, gasoline engines. All sizes in stock. Write A. L. Dawson & Co., 29 W. Washington St., Chicago, Ill.

MACHINERY BARGAINS.

500 bu. Fairbanks Hopper Scale, sealed and tested, at \$75.00.
14x36 Allis Corliss Engine, at \$825.00; can furnish condenser.

Large stock of state inspected second-hand boilers, 5 to 150 h. p.

4 second-hand hoisting engines, A No. 1 condition.

Relaying rail, pipe beams, mill machinery and supplies. Address Manufacturer's Supply Co., Minneapolis, Minn.

MACHINES FOR SALE.

FOR SALE—1 No. 2 Marseilles sheller; used one year; 1 100-bushel U. S. hopper scale. Both in good condition. Address, M. J. Lee, Redmon, Ill.

FOR SALE, Marseilles Corn Sheller, slightly used. Price \$150 f. o. b. cars Cincinnati. For further information address The Gale Bros. Co., Cincinnati, O.

ELEVATOR SEPARATORS for sale. Two B. & L., 1,200 bu. capacity in good condition. Address Mueller & Young Grain Company, Chicago, Ill.

TWO MONITOR Receiving Separators, Shellers, Corn Cleaners and Bowsher Mills. Circular No. 22 now out, write for it. A. S. Garman & Sons, Akron, Ohio.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

NEW AND SECOND HAND Hopper, Platform, Wagon and Track Scales for sale. Get out prices. Satisfaction guaranteed. Beckman Bros., Des Moines, Ia.

HOPPER SCALES for sale. 600 bu. capacity, used only a few weeks, standard make, worth \$150.00 new. Have no use for it. Will sell for \$50.00. Durham, Guyon Co., 56 N. Jefferson Street, Chicago, Illinois.

SCALES REPAIRED. We will repair any scales that you may have and make them as good as when they left the factory.

ALLEN P. ELY & CO.
1110 Douglas St. Omaha, Neb.

ELEVATOR SCALES—We make a specialty of wagon, portable, platform, dormant, hopper and warehouse scales. Send for our latest catalog of elevator scales. Osgood Scale Co., 305 Central St., Binghamton, N. Y.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U., Chicago, Ill.

ELEVATOR AND MILL SCALES for sale. Our Hopper, Wagon, Warehouse and Railroad Track scales are recognized by successful grain operators as the STANDARD for accurate weights. Not controlled by a trust. Address Des Moines Scale & Mfg. Co., Des Moines, Ia.

ENGINES WANTED.

25 H. P. Gasoline Engine wanted, Fairbanks or Otto. Keel & Sons, Gainesville, Texas.

MACHINES WANTED.

WANTED—Four second-hand gravity or needle grain cleaners. Must be in good condition. Address D. Rothschild Grain Company, Davenport, Iowa.

GRAIN FOR SALE.

WHITE WHEAT for sale. If in need of white wheat write or telegraph Sam Williamson, Salt Lake City, Utah.

TEXAS RED Rust Proof Oats and Milling Wheat for sale. Address Humphreys Mill & Elevator, Lawton, Okla.

RECLEANED RYE for distillers; also mixed cars made up of grain, flour and feed. Let us hear from you. Goshen Milling Co., Goshen, Indiana.

GRAIN WANTED.

GOOD MILLING WHEAT wanted. Kingfisher Mill & El. Co. Kingfisher, Okla.

WANTED—100,000 bushels of off-grade corn. Mail sample and name lowest price. Address L. F. Miller & Sons, Philadelphia, Pa.

SEEDS FOR SALE.

SIBERIAN MILLET for sale, in car lots. H. C. Bockoven, Clark, S. D.

EAR SEED CORN to the trade at \$1.00 per bu. sacked. We advertise for you. Send for advertising proposition and catalog which shows recommend from Prof. Holden. Gurney Bros., Elk Point, S. D.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

SEEDS WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

HAY FOR SALE.

HAY AND GRAIN FOR SALE. Address B. T. Craig, Shreve, Ohio.

HAY WANTED.

TIMOTHY HAY and clover and timothy mixed hay wanted. Address John Wade & Sons, Memphis, Tenn.

WE want your next consignment of HAY and STRAW. Address R. F. Morrow Commission Co., Chicago, Ill.

OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

BUSINESS CHANCES.

BUSINESS CHANCE—\$5,000 additional capital required to operate a transfer, cleaning and mixing elevator in connection with our established Grain Commission and track buying business, located in a city with all railroad advantages. This is a splendid opportunity for a good grain man. Address at once. A. B. C. Box 9, Grain Dealers Journal, Chicago, Ill.



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I can sell your farm, home or business for cash, no matter where located. Send description and price and learn how. Write to-day
FRANK P. OLWEK
REAL ESTATE EXPERT
1530 Adams Express Bldg.
Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as road man for grain company by young, unmarried man. Three years experience in this line. Best references. Address W. G. Kirkpatrick, Faribault, Minn.

POSITION WANTED.—Have had 25 years' experience in grain business—13 years in barley cleaning house; satisfactory references. Address E. A. A., Box 10, Grain Dealers Journal, Chicago.

SITUATION WANTED as auditor or grain buyer by a university graduate, who has had five years experience in the buying and selling of grain. Address Thomas, Box 10, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as bookkeeper for grain firm, or manager of country elevator. Seven years' experience in managing an elevator that received 800,000 bus. annually. Bond and reference. Address, McL., Box 63, Manteno, Ill.

POSITION WANTED as traveling solicitor or purchaser for grain firm. Ten years' experience in grain business. Familiar with Oklahoma, Kansas, Iowa, Missouri and Illinois trade. Address Traveler, Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as foreman to buy grain at some country point or as solicitor on the road for some Chicago firm. Can give the best of references; 15 years experience in grain and lumber. Address Ford, Box 10, Grain Dealers Journal, Chicago, Illinois.

GRAIN MEN—If you can use a steady young man that has had 10 years experience in the grain trade, and that can furnish the best of references, in the capacity of line man, solicitor or as manager of elevator at a good point, address F. F. W., Box 8, Grain Dealers Journal, Chicago, Illinois.

SITUATIONS WANTED.

POSITION WANTED by experienced man in the grain, seed and coal business. Good references furnished. Address J. E. Norris, Deep River, Iowa.

POSITION wanted by young man, who has had wide experience in the grain business and able to furnish the best of references as to ability and character. At present under contract until July 1st. Address Kroy, Box 10, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

MAN WANTED for rope splicing and general repair work in elevator. Steady work. Address F. H. Mealiff, Traders Bldg., Chicago, Ill.

GOOD traveling man wanted for Minn., Wis. and Iowa. State age, salary and experience. Address Commission, Box 10, Grain Dealers Journal, Chicago, Ill.

YOUNG MAN wanted who writes plain, bold hand. Must be careful, neat and accurate, compose a strong letter and be willing to apply himself closely. Address Bk, Box 10, Grain Dealers Journal, Chicago, Ill.

AN OFFICE MAN with some experience in the grain business, wanted; capable of using typewriter and attending to correspondence as well as keeping books. Salary—\$60.00 to start on. State experience and references in first letter. E. H. Linzee, Hobart, Okla.

THOROUGHLY EXPERIENCED, thoroughly competent, thoroughly reliable man wanted, to manage grain commission office in Ft. Worth, Texas. Good opportunity. Bond required. Address B. C. C., Box 10, Grain Dealers Journal, Chicago, Ill.

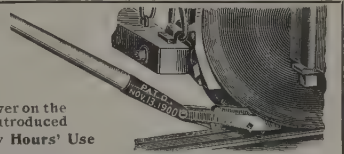
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The grain trade's accepted medium for "Wanted" and For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

Notice to the Trade

The Perfection Grain Drier has been placed in the hands of Weller Mfg. Co., Chicago, Ill., for manufacturing and selling. All parties are hereby notified to refrain from doing business with any other firm or individual that infringes on this machine

TWEEDALE & HARVEY, Patentees

We Sell

COMPLETE ELEVATOR EQUIPMENTS,
POWER TRANSMISSION MACHINERY,
CONVEYORS, SUPPLIES, ETC.

Get our Prices.
They will interest you.

Globe Machinery and Supply Co.
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COMPLETE FOR \$3.50.

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

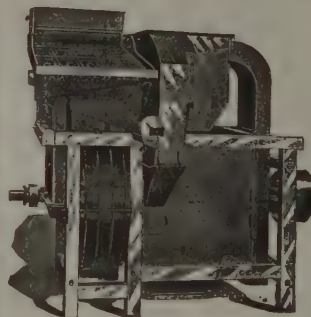
A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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This is the way it
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for you.

1. Less power used.
2. Capacity greatest for power and space used.
3. Life of machine longer.
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It excels all on these points.

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

Invincible Grain Cleaner Co.

Silver Creek, N. Y.

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THE MONITOR OAT CLIPPER

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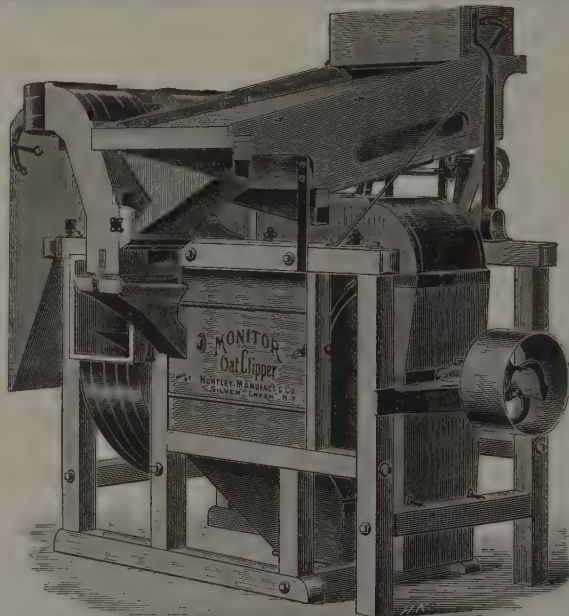
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GRAIN DEALERS JOURNAL

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10th and 25th of Each Month

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Advertising Rates

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

Entered at Chicago, Ill., Post Office as Second Class Matter.

CHICAGO, ILL., MAY 25, 1905.

BEFORE the new crop begins to move get your scales in prime working order, and make sure that they are right before you use them.

MANY country towns are expressing their approval of bucket-shop fakirs by providing heavy license fees for those who desire to do citizens within the corporate limits.

WHEN building that corn crib remember that if you build it wide and neglect to put racks or ventilators thru the middle of it you increase the chances of the grain spoiling.

THE TIME is seasonable for cleaning out your elevator thoroly and white-washing the inside walls completely. Dirt attracts and encourages weevil and other grain infesting insects.

NO additional precaution has yet been provided to protect receivers from forged Bs-L. It might be well for them to attend the Nat'l meeting in force and evolve some practical scheme for protection.

THE grain dealer who neglects to attend meetings of the assn, covering his territory, or neglects to subscribe for and read a live, up-to-date grain journal, denies his business the advantages to be derived from knowledge of the experiences of others.

IF YOU must contract with the farmer for the delivery of his grain insist that the contract be in writing and pay him a small sum on account. Give him a check and write on the face of it what it is for. When he endorses the check he acknowledges the contract.

BUCKET-SHOP operators are promised more difficulty in obtaining grain quotations to fleece the gullible with henceforth as the United States Supreme Court has sustained the Chicago Board of Trade's property right in its quotations and enjoined certain bucket-shops from using them.

GET-RICH-QUICK concerns continue to use the U. S. mails for scattering their bait among the gullibles with remarkable success, and now that bucket-shops "dealing" in grain options must soon cease business, the get-rich-quick fakirs expect to reap a larger harvest of suckers than ever.

SOME dealers in the Southwest are now contracting for new grain and probably others elsewhere are doing likewise, but at the same time they are endangering their own profits and their harmonious relations with growers. Shippers should at least wait until the grain is matured.

UNDERBILLING may relieve shipper of the payment of part of the freight carrier is entitled to receive for the transportation of his grain, but it cannot be considered an honest practice. It surely will not raise the shipper in the estimation of the freight traffic officials when they discover the wrong doing.

DURING recent years several cases have been cited in these columns where commission men were prosecuted for skimming returns on shipments consigned to them for sale. Recently two Winnipeg commission men have outskipped all previous records by neglecting to make any returns whatever.

THE Oklahoma Assn. has joined with the believers in arbitration and appointed a special arbitration committee of three which very wisely has been made up of one representative from each of the three classes engaged in the grain business in the Territory. In making this selection the members of the assn. showed their disposition to be fair to all interests.

MINNEAPOLIS and Duluth give indications of following in the wake of other Exchanges in the proposed change in rules to admit the delivery of No. 2 Northern on contracts. The supply of contract grades in the different markets has diminished so rapidly during recent years as almost to drive the hedger from the option pits. If he is to be encouraged the speculative market must be broadened.

SENATOR Elkins, Chairman of the Senate's Railroad Rate Investigation Committee, seems to have justified his position in his own estimation, with the evidence of all other railroad attorneys, so has adjourned the hearing. He did not care to hear from shippers or those siding with the shippers' interests. However, he will hear from them as soon as Congress convenes.

HANDLERS of small grain could greatly reduce the danger of choke-ups and improve the quality of their grain by running it thru a screen on its way to the elevator boot. So many choke-ups have been traced to grain bags, hay, straw, rags and paper, and the damage resulting therefrom has been so great, that it would not seem to need even a suggestion from us to prompt the taking of this simple precaution.

WISCONSIN, like Indiana, has won in the fight against railroads for reasonable regulation and a railroad commission. Other states which expected to obtain relief from rate discrimination and rebates have so far failed and most of the state legislatures have adjourned. However, the people of the states which have won are sure to realize so much advantage from this legislation that the bills bearing on railroad rates and regulations are sure to be brought up again at the next session.

BULL speculators have again caught the shorts napping and May corn has been sent skyward. The grain driers are working overtime, at least those doing work good enuf to warrant their operation. The shorts are seeking everywhere contract corn to give them relief. After July 1st corn speculators and those who hedge against their holdings will not have so much fear of a corner in Chicago as the new rule which goes into effect then will permit the delivery of No. 3 at a discount of 5 cents. In some sections last year's corn was so carelessly handled that it has been graded down on account of foreign matter contained.

WILD-CAT insurance companies have been administered a knock-out blow recently by the Illinois Supreme Court, in which it denies them the right to have their general offices in Illinois without complying with the insurance laws of the state, regardless of whether they write any policies on Illinois property or not. There are enuf first-class mutual companies making a specialty of elevator property and contents to supply all the insurance needed on country elevators, yet we occasionally receive inquiries regarding irresponsible underwriters, regarding whom we can say nothing good. It is simply a case of the elevator operators trying to get insurance below cost. Such folly does not lend any splendor to their shrewdness.

"BOYS, KEEP OUT!"

The number of boys smothered in grain-receiving sinks and bins of grain elevators recently is distressingly large, and seems to indicate an increase in carelessness on the part of elevator managers or else a wanton toleration of the undesirable visits of children to the elevator. Three different cases are mentioned in this number, and in Iowa an elevator company is being sued for \$15,000, the plaintiff claiming that "the elevator employees ordered the boy to go into the bin, hence the owner is liable for his death."

Elevator owners who enjoy being charged with contributing to the cause of the suffocation of the little ones, who are led by curiosity to climb to the cupola and jump into the bins should, out of deference to the friends and parents of the boys, if not to their own bank account, keep them out. Nothing is to be gained by giving them free access to the elevator, but much is to be lost.

FAVOR EXCHANGE MEMBERS.

Country shippers who confine their dealing in central markets to members of organized Exchanges are much more likely to obtain a square deal, even tho differences may arise, than shippers who deal with receivers not members of the Exchange.

Remarkable tho it may seem, there are to be found in nearly every central market a number of receivers who have the audacity to solicit shipments from operators of country elevators in spite of the fact that they have been denied admission to membership in the local Exchange. Two such are now in the bankruptcy courts at the expense of careless shippers. By refusing to have any business dealings with persons not members of the Exchanges, shippers protect themselves and help the Exchanges at the same time.

Altho some of the Exchanges have in the past winked at seeming shortcomings of members, this seldom occurs now, and the larger the membership of any organization the greater the number of fair-minded men on its roll who will hear to none but fair dealing being sanctioned by the organization; hence it is probable that the larger the organization the fairer consideration is it likely to give to the rights and interests of outsiders.

Country shippers are directly interested in the growth and maintenance of the Exchange in every market of importance, and it behooves them to lose no opportunity to use their influence in favor of the Exchange. Discriminate sharply and forcibly against the non-members and refuse to have anything to do with them until they join with the Exchange, show a disposition to become permanently established in the business and lend their support to fair dealing.

SPECIAL TRAIN SHIPMENTS.

Wheat specials are not likely to be in as great favor in the Southwest the coming season as they were last year. Shippers whose single-car shipments were side-tracked to make way for the special did not enjoy the losses suffered by reason of the decline resulting from the train-load arrivals, so protested. Hereafter single-car shipments will not be side-tracked two or three weeks until the special trains have rushed thru and swamped the market.

Wheat specials are looked upon as indication of special enterprise and hustle on the part of some receiving firms, and in some cases they have helped shippers who were so fortunate as to get their cars in with the special. But their gain is far more than offset by the losses of the single-car shipper, whose grain is compelled to wait. The carrier which in the future will deliver train-loads of grain on express-train schedules will very likely be brought face to face with a number of lawsuits for damages resulting from delays occasioned thereby.

TERMINAL WEIGHTS.

The papers presented by the weighmasters of Kansas City, St. Louis and Chicago at the Des Moines meeting of the Iowa Assn., recently, show a degree of painstaking care that can hardly be hoped to be improved upon, altho the ambitious weighmasters are working with just as much earnestness as ever to discover new leaks and effect a further reduction of losses suffered in terminal markets. It is to be hoped that they will continue their vigilance, but if further marked reduction in shortages are to occur, the same zeal in guarding against leaks and pilfering must be exercised both by country shippers and by carriers.

The carrier is a frequent offender in supplying worn out cars, and the shipper is even more to blame because he willingly accepts, and without protest, cars known to be unfit for the transportation of his grain.

Gradually tho certainly the weighing facilities at country points are being improved and care is being exercised to keep the facilities in working order. If even one-tenth of the effort expended by the weighing departments in the terminal markets were expended by either shipper or carrier in an effort to weigh correctly and minimize the loss of grain in transit, such a thing as a shortage would occur so seldom as to lose all its peace-destroying influence with the local dealer.

Shippers to Chicago, St. Louis or Kansas City cannot expect to secure the full benefit of the good work done by the weighing departments of these markets unless they demand Exchange weights and insist upon weighing certificates being returned to them.

THE FUTURE OF THE NATIONAL ASSOCIATION.

The ninth annual convention of the Grain Dealers National Assn. will be held at Niagara Falls next week, and unless the discordant elements can be brought together and the trade present a united front in behalf of needed trade reforms, it may just as well be the last meeting, for without harmonious cooperation the assn. cannot hope to succeed in promoting the common interests of different sections of the trade.

Relief from existing dissatisfaction is not to be obtained by re-organization along lines long since tried and abandoned as impracticable. The present plan of organization is all right and represents the honest effort of a harmonious band of earnest workers. In it they saw the only means of uniting the trade in the promotion of interstate and national affairs.

With the abandonment of the existing plan of organization, the state and local assns. lose an opportunity to wield the influence of every member in all matters coming before the national organization, and the receivers will lose the only real opportunity ever given them to have a voice in directing assn. effort. They have been solicited and have sought membership in state and local assns. not because they were in any wise interested in the problems which come before such organizations, but simply and solely for the privilege of being recognized as supporters of the organization and with the hope that it might influence some business.

Assns. which have solicited memberships from receivers and given them and their traveling representatives rights of full membership, have often regretted it, because some actions have been taken contrary to the wishes of the country members. The membership of the receiver in all state or local assns. is not entered into by either of the contracting parties for the purpose and intent of promoting trade interests. The energy and money expended in the transaction by both parties is wasted so far as the promotion of common interests is concerned. Taking a receiver's money solely for the privilege of permitting him to become identified with the organization is somewhat of a deception. It would be much better for all shippers and all shippers' assns. if they would use their personal and organized influence to induce all receivers, track buyers, brokers and central market shippers to become identified with the national assn. and it alone. Then were the influence of the larger membership represented by affiliated assns. used for the establishment of fair and equitable rules of trade and the inculcation of principles of fair dealing, the united assn. would wield a greater force for pro-

moting the common interests of all than state and local assns. working alone could ever hope to attain.

The very influences which now threaten the disintegration of the national assn. also threaten the trade itself. Differences and discord can be traced directly to selfishness and unfair dealing on the part of assns. organized by and promoted with the funds of the National Assn., and surely assns. who themselves indulge in unfairness can not hope to encourage their members always to be fair.

If the grain trade is to have a national organization—and surely it needs it—all the state and local assns. must contribute their share to the support of it, else the paying ones will naturally withdraw as the Iowa organization has done recently. Faith, pledge and indebtedness have all been violated by so many state and local assns. that today the national assn. has not funds to do with, even though it had the desire and willingness to enter zealously into the work of promoting the common cause.

The national organization has done much to promote trade interests. It merits hearty support, and if the dissatisfied ones instead of deserting, would join the fighting ranks and insist that the national assn. be made a potent factor in shaping trade ethics, trade customs and trade practices, it would be so. The organization will never attain a higher field of usefulness than its members insist upon its occupying.

CARE OF CRIBBED CORN.

In "Letters from Dealers," this number, is cited a most remarkable statement made recently by a prominent farmer who seeks to impose upon corn buyers at country stations by leaving corn in crib without cover, so that the weight may be increased.

The dealers themselves are in a measure to blame for corn being left exposed to the elements, because of their carelessness in paying the same price for all corn regardless of its grade. Prices ruling at central markets prove beyond all cavil that the better quality of grain will command higher prices, yet the average country buyer seems to enjoy ignoring this fact. Some admit they have not the backbone to discriminate between the good and the bad, principally because the farmers will treat the discrimination as one of persons and not of quality of grain.

By discriminating against corn of poor quality country buyers can at least help to induce farmers to take better care of grain; and if tests made, and they can be made with little effort, show excess moisture, then it will be an easy matter for the dealer to prove the presence of water and refuse to pay corn prices for it.

ELEVATOR FEES A REBATE.

Pres. Stickney of the Chicago & Great Western has branded the practice of paying elevator fees, which is indulged in by several carriers with the full permission and sanction of the Interstate Commerce Commission, as merely another form of rebate.

When all the facts bearing on these cases are taken into consideration by any one identified with the grain trade, these fees cannot be considered other than a rebate; the operators of the fee-receiving elevator seldom handle any grain other than their own and handle it at a cost much below the amount of the fee received from the carrier for handling it.

The elevator fee is a rebate in spirit, letter and fact. It is intended as such by both recipient and payor, and, as the traffic manager of one line put it, "was given solely to prevent another line diverting more than its share of grain to the fee-receiving elevator at its terminal."

If the terminal elevator men are to be given elevators and fees for operating them, to handle their own grain, then surely owners of country elevators are fully entitled to a fee for handling grain from wagons to cars for all comers.

LISTS of regular dealers grow old and become out of date so soon after they are off press as to be almost worthless. The rapidity with which grain dealers buy and sell elevators is bewildering even to a news editor, who is always glad to have one more item. Track buyers and receivers who do not correct their lists at least monthly pay dearly for ignoring the opportunity to avoid wasting postage on dead firms.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to May 26 have been 192,261,000 bus., compared with 209,547,000 bus. for the corresponding period of the preceding season.

Corn receipts for the present crop year prior to May 26 have been 155,837,000 bus., against 146,353,000 bus. for the corresponding period a year ago.

Exports of Breadstuffs.

Exports of breadstuffs during the 10 months prior to May 1 were 4,258,866 bus. of wheat, 77,657,796 bus. of corn, 9,723,120 bus. of barley, 2,500,415 bus. of oats, 1,348 bus. of rye and 7,283,530 barrels of wheat flour; compared with 42,650,864 bus. of wheat, 52,494,683 bus. of corn, 10,255,450 bus. of barley, 901,767 bus. of oats, 765,114 bus. of rye and 15,399,298 barrels of wheat flour during the corresponding 10 months of 1903-4. The value of the breadstuffs exported was \$86,510,466; compared with \$133,459,824 for the corresponding months of 1903-4, as reported by O. P. Austin, chief of the bureau of statistics.

The Growing Crops.

Oats and grass are making good growth.

Spring wheat and barley are progressing favorably in the Northwest.

Too frequent and heavy rains recently have been unfavorable to work in the fields. Where corn is farthest advanced it is getting weedy for want of cultivation. Farther north, in the corn belt, replanting is necessary over large areas.

Winter wheat has suffered greatly in limited areas of Texas from the army worm. Oklahoma is now assured a fair crop, despite rust and lack of moisture last fall. Conditions in Kansas, which were very bad, are now improving materially. Where not too copious the rains during the past two weeks are of great benefit, and in some districts practically assure a good crop.

Meetings.

June and July promise to bring about the usual flood of grain dealers meetings.

The Grain Dealers Nat'l Assn. will hold its Ninth Annual Meeting at Niagara Falls in the International-Cataract Hotel June 2-3.

The Texas Grain Dealers Assn. will hold its Eighth Annual Meeting at Ft. Worth June 6-7.

The Illinois Assn. will hold its Annual Meeting at Decatur June 13.

The Tri-state Grain Dealers Assn. will hold its Fourth Annual Meeting at Sioux Falls, S. D., June 21-22.

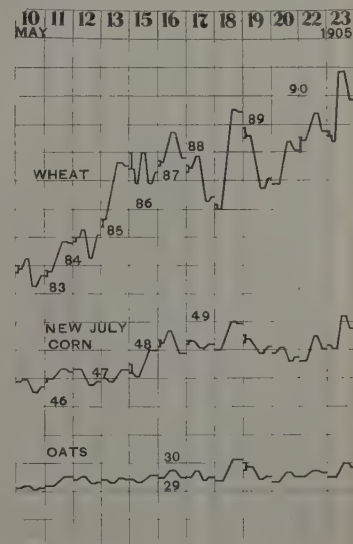
The Indiana Grain Dealers Assn. will hold its Midsummer Meeting at Indianapolis June 22.

The Ohio Assn. will hold its Annual Meeting at Put-in-Bay July 5-6 and 7.

The National Hay Assn. will hold its Annual Meeting at Toledo July 18-20.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for 2 weeks prior to May 24 are given on the chart herewith.



Letters From Dealers

A FIRE HAZARD.

Grain Dealers Journal: If a fire originates about an elevator leg (inside or outside) it is probably caused by friction at one of two places. Heated boxes on head shaft, or friction from belt slipping on head pulley.

There is very little danger elsewhere.

Heated boxes are easily detected, being in sight; the shaft runs so slowly (usually from 27 to 32 revolutions per minute) they seldom heat.

This reduces the hazard to one place, and to one cause, viz: Slowing, (i. e., slipping) of the belt on the head pulley by an over feed of grain to the boot, causing a partial or full choke, and this is the cause of nine-tenths of all elevator fires.

The fire may break out at the boot, burning particles having dropped from above; but it could hardly originate there.

A tight belt is much harder on the head shaft at any time than on the boot shaft; and the moment the cups are loaded with grain, the belt is further stretched, increasing pressure on the head shaft, and relieving it on the boot shaft. The fact is, that in practice the boot pulley hardly ever revolves, and little or no hazard exists there; it is above at the head pulley. —R. M. Pierce, Columbus, O.

DAMAGES FOR DELAY.

Grain Dealers Journal: A case of considerable importance to railroad men and shippers was recently decided in circuit court at Charlotte, Mich. The L. H. Shepherd Grain & Bean Co. shipped a carload of beans to St. Louis last summer. The car was delayed in transit, the local firm filing a claim of \$488.65 for alleged damages. The railroad paid no attention to the claim.

Last November the Shepherd Co. brought suit by attaching an empty Chicago & Alton car standing in the local Michigan Central yards. The Michigan Central, in whose service the car was engaged at the time, sought to recover it by replevin, contending that by a traffic arrangement between themselves the car was not subject to an attachment by a creditor of the Chicago & Alton, inasmuch as the Michigan Central was paying daily rent for its use and was responsible for its return to the Alton system.

Both sides requested the court to direct a verdict. This the court did, taking the position of the defendant. The jury brought in a verdict against the Michigan Central for the Shepherd Company's claim against the Illinois Company. Henry Ledyard, who appeared for the Michigan Central, stated that the case would be appealed, as the legal questions involved were of vast importance and all Michigan railroads would like a supreme court decision on the issue. —W. E. Sheldon, Jackson, Mich.

DO FARMERS PROTECT THEIR CORN IN THE CRIBS?

Grain Dealers Journal: The following very remarkable statement was made to me recently by a man who stands high

in the grain business and whose word is beyond reproach. The statements were made to him by a farmer, who, of course, at a chance meeting did not know that he was talking to a man interested in the trade. It is not necessary here to give names or places, but I put it before the grain trade of this territory because of its importance.

A farmer made the statement to this grain man that he and his neighbors and other farmers had learned how, instead of losing about 10 per cent shrinkage on their cribbed corn, they could gain about 10 per cent in weight by leaving their cribs open and the corn exposed. He stated further, that farmers as a rule will cover that portion of their cribs from which they expect to consume corn and leave the remainder open to the weather to catch the moisture and increase the weight.

In view of all the trouble and serious losses which have been borne by shippers in this territory within the last two years by reason of handling wet and damaged corn, it seems to me that where it is known that farmers have not protected their corn properly, whether it be by intention or neglect, that the price should be at least 50 per cent off of the price of the merchantable corn price at the time, and that country dealers should have a mutual understanding to this effect. —E. W. Bassett, Indianapolis, Ind.

Pointers on the National Meeting.

This is the ninth annual meeting and offers more of interest to the trade than most of the preceding ones.

The Chief Inspectors Ass'n. will also convene at the Cataract-International.

Hotel accommodations are ample. Meetings of dealers, inspectors and committees can all be held under the same roof.

Dealers who will pass through Chicago are arranging to go by way of the Michigan Central. Traveling in a body will make the trip a pleasanter one.

A rate of one and one-third fares for the round trip has been granted by the Central Passenger Ass'n. Be sure and get a certificate, and if going by way of Chicago, have it routed over the Michigan Central.

Tickets to the meeting over the Michigan Central will be good three days prior to the opening of the Convention, and will be accepted on the train carrying the grain dealers, which will leave Chicago at 4:30 p. m., June 1st.

The Committee on Entertainment has made special arrangements for the ladies. Do not leave them at home.

Claw hammers will not be needed to gain admission to the reception and ball at the Cataract-International Friday evening.

The ladies will be given an automobile ride Saturday afternoon about Goat Island, but will not be permitted to feed the goats.

The local committee will furnish ribbon badges, but if you want anybody to know who you are, be sure to wear your numbered button right side up.

Remember this will be the last time you can see the Niagara Falls, as the politicians are going to use all the water to manufacture electric currents.

Dealers going by way of Chicago should write to the Michigan Central and have their berths reserved now, so that proper provision can be made for their accommodation on June 1st.



Niagara River from Sister Islands.

Program Niagara Falls Meeting.

The Program of the Annual Meeting of the Grain Dealers Nat'l Assn is as follows:

Invocation—Rev. A. S. Bacon, Niagara Falls, N. Y.

Address of Welcome—Hon. O. W. Cutler, Mayor, Niagara Falls, N. Y.

Address of Welcome—L. S. Churchill, Buffalo, N. Y.

Response—F. O. Paddock, Toledo, Ohio. Secretary's report and financial statement.

Appointment of Committees.

Reports of standing Committees:

Advisory Committee—J. M. Brafford, Indianapolis, Ind.

Grain Improvement Committee—J. L. McCaull, Minneapolis, Minn.

Legislation Committee—Chas. England, Baltimore, Md.

Grain Car Equipment Committee—H. A. Foss, Chicago, Ill.

Trade Rules Committee—C. A. Burks, Decatur, Ill.

Arbitration Committee—Jay A. King, Nevada, Iowa.

Address—Hon. James Wilson, Secretary of Agriculture, Washington, D. C.

Credential Committee report.

Resolution Committee report.

Auditing Committee report.

Nominating Committee report.

Election of Officers.

Adjournment.

Inspection by delegates of the Natural Food Conservatory.

Jumping on the Falls is absolutely forbidden, before or during the Convention.

Buffalo dealers are near at hand and will treat customers to a misty bath whenever they want it.



Whirlpool Rapids and Cantilever Bridge over which Michigan Central Trains Will Run to the Nat'l Meeting, June 2-3.

Go All Together.

Grain dealers and others who will attend the Ninth Annual Meeting of the Grain Dealers Nat'l Assn., at Niagara Falls, June 2-3, should take their wives with them and get advantage of the low rate prevailing for the meeting and see the principal natural attraction of the United States.

Those who find it convenient to go via Chicago should make their sleeping car reservations in advance and thereby insure themselves and those who go on the Grain Dealers' Special over the Michigan Central, good company.

Do not defer action and then kick because you have to sleep on the shelf. The time to secure accommodations is now. Write to L. D. Huesner, G. P. A., Michigan Central, 119 Adams St., Chicago, Ill., and tell him you wish to go with the grain dealers to Niagara Falls on June 1, 4:30 p. m. Write today.

Meeting of Joint Committee.

Following the meeting of the Grain Dealers National Assn. at Niagara Falls, there will be a meeting of the joint committee from the carriers and shippers regarding the bill of lading matter. The date is June 5, and it is expected that the full committee will be in attendance. The members on behalf of the shippers are John E. Wilder, B. A. Eckhardt and F. T. Bentley, of Chicago, A. J. Toomey, of New York, and O. P. Gothlin, of Dayton.

Hotel Accommodations.

The dealers and delegates who attend the annual meeting of the National Assn. can all feel assured of being well taken care of when it comes to getting board and room. The headquarters and meeting will be at the Cataract-International Hotel. This hotel is located on Main, Falls and Bridge streets, adjoining the State Reservation along the American Rapids, opposite Goat Island, a most desirable location. It is conducted on the American plan and can accommodate 1,000 guests. The rates are from \$3 to \$5 per day and of course includes three meals a day, except for those who get seasick looking at the Falls.

Delegates to National Meeting.

The delegations appointed to attend the Grain Dealers Nat. Assn. meeting at Niagara Falls, N. Y., June 2-3, since May 10, follows:

Chicago Board of Trade—Hiram N. Sager, J. C. Rogers, Geo. E. Marcey, Wm. N. Eckhardt, Edward Andrew, Eugene L. Merritt, Fred S. Martin.

National Hay Association—Chas. England, Geo. S. Bridge, John B. Daish, P. E. Goodrich, J. L. Dexter, J. W. Sale.

St. Louis Merchants Exchange—T. B. Morton, John J. Schulte, H. W. Daub.

Indianapolis Board of Trade—Frank M. Murphy, Edward W. Bassett.

Memphis Merchants Exchange—Jos. J. Wade, W. P. Brown, W. F. Yates.

National Board of Trade—A. T. Anderson.

Commercial Exchange Philadelphia—S. C. Woolman, H. C. Miller, A. J. Stites, J. B. Pultz.

Cincinnati Commercial Exchange—A. C. Gale, H. H. Hill, John V. Metzger, J. A. Loudon, James W. Ellis, Homer

Chisman, John H. Allen, Clyde S. Emrick.

The following Baltimore grain dealers expect to attend the meeting: J. Frank Ryley, Walter Kirwan, Charles England, J. Wm. Hax, Wm. Rodgers, Jno. M. Dennis, S. Leroy Snyder.

Asked— Answered

LIABILITY OF AGENT?

Grain Dealers Journal: I would like to ask a point in law regarding the buying and selling of wheat for a farmers elevator company.

If the board of directors leaves everything to the manager to do as he sees fit, and if he sells 10,000 bus. of cash wheat and ships it out, and gets the cash for it and then buys 10,000 bus. of May wheat, if wheat should go down could the directors have the law on the manager? If a gain resulted, could the directors keep it when the transaction was in the company's name and the directors knew of it for at least 30 days previous to a drop without notifying the manager, that they would not stand either for gain or loss?

Please let me know a sure answer to this.—Fred Swanberg, Cokato, Minn.

Ans.: If the directors of a company employ a manager, and he strives honestly to promote the interests of that company, conducting his transactions in the name of the company, the company is always liable and the manager is not amenable to any criminal or civil law. The fact that the directors knew of his action makes them participants in the transaction and should relieve him of all blame in the matter.

An agent, manager, or any employee, who serves his employer honestly and conscientiously commits no infraction of any common or statute law, hence the only punishment the directors can deal out to him in case he does not attain that degree of success which they desire, is to discharge him.

WRONG DECISION ON F. O. B. CONTRACT.

Grain Dealers Journal: Herewith is a copy of a contract a Mr. Stephenson entered into with myself. Wheat from that date steadily advanced in price, and when the time for delivery came along Mr. Stephenson failed to give me the wheat, it in the meantime having advanced some 15 cents per bu.

No. Sidney, July 26th, 1904.

I hereby agree to sell to Wm. Hope, Carberry, Man., 2,000 bus. of No. 1 wheat at 75c per bu. f. o. b. cars at Arizona Sliding, to be shipped as ordered on or before 30th day of Oct., 1904, and I acknowledge the receipt of the sum of \$..... on account.

Dated this 29th day of July, 1904.

(Signed) Thos. Stephenson.

We hereby agree to purchase above wheat on terms mentioned.

William Hope,
per W. J. Thorn.

I sued him for breach of contract in the county court; and the judge, altho he ruled in my favor, allowed a new trial under a decision in a similar case tried 20 years ago in Ontario, where the terms f. o. b. were interpreted to mean that the buyer had to furnish cars for the seller.

We apparently can not find any similar case of later date in our law books.

I claim, as does my solicitor, that the term f. o. b. does not mean that the buyer has to furnish cars, but is only responsible to the buyer after the grain is loaded f. o. b.

We feel that this is a very important question to the grain men of Canada, as there is much of this style of business done in the west.—Wm. Hope, Carberry, Man.

Ans.: The term f. o. b. means simply that the seller will put the grain on board cars without expense to the buyer. The term carries with it the obligation upon the seller to place the grain on the car, since if the buyer had anything to do with the loading out he would be at some expense.

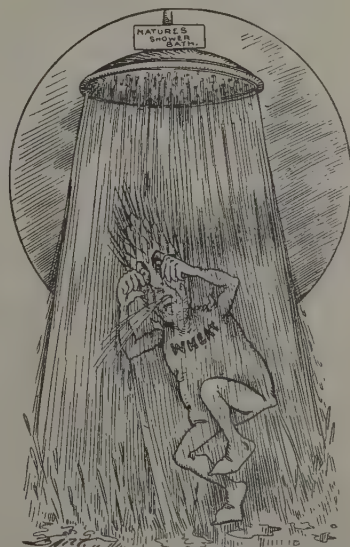
The practice in vogue with the grain trade of Manitoba today should have more weight with the judge than a decision 20 years old. Trade methods and practices change materially in that length of time. In fact, the common practice of track buying was not established until quite recent years.

It is the practice in all sections of this country for shippers selling grain f. o. b. their track, to obtain cars and if unable to obtain cars it is the practice for them to bear any loss arising from such inability. It is customary if they are unable to obtain cars within the time prescribed for shipment, for extension of time to be granted at the option of the buyer.

During the winter of 1903 and 1904 the would-be shippers of this country lost millions of dollars because of their inability to obtain cars for the fulfillment of sales f. o. b. cars their track.

If buyer gave seller billing instructions for the grain, or if seller neglects to tender buyer's omission as an excuse for his not loading cars, then we see no loophole for his escaping from liability on his contract. We believe the contract would have been more binding had buyer given and seller accepted some money, even tho a very small amount, on the sale.

Enuf Even for Crops.



The Wheat—Turn it Off. I've Had Enuf to Last Me a Month.—Minneapolis Journal.

Annual Meeting of IOWA GRAIN DEALERS ASSN.

The fifth annual meeting of the Iowa Grain Dealers Assn. was held in the lodge hall of the Elks' Club, Des Moines, May 17-18.

Pres. King called the meeting to order and said:

President's Address.

In opening this our Fifth Annual Meeting I wish to extend a welcome to all members of the Iowa Grain Dealers Assn. who are here or who will be here during this convention and I extend a very cordial welcome to the grain dealers who do not belong to the Iowa Assn., but have honored us with their presence at this meeting. If there are any here who are not grain men I also welcome them heartily. Our meetings are always open and as those of you who have attended before know we invite everybody to come. We are especially thankful to those who have kindly consented to assist us on the program and we acknowledge their good will and their assistance that will be granted today and tomorrow.

If the prices or rather the profits that are said to have been realized by the Iowa grain dealers during recent months have been actually realized it would be such a small matter out of any grain dealer's pocket to pay the expense of attending a meeting like this, that it was somewhat at the dealers would attend. I am glad to see such a goodly number here, but as you know there are a good many of our members who are not here. So you know that the stories of all sorts of profits in the grain trade are not true.

I remember at our meeting last year we were somewhat in doubt as to the outcome of the coming crops, and if you remember Prof. Sage gave an address before the meeting and said that the spring of 1904 up to the time of our meeting was very similar to the spring of '95 and he had the records to prove it and did prove it and of course gave us a good deal of encouragement. It turned out that the prophecy that we might have a good crop was quite largely true. While the general conditions are not starting out very favorably at present, yet as we found out during the meeting last year as I said, and now later, there is a possibility of a good crop in Iowa yet.

The policy of the Iowa Assn. has been to conduct its affairs in a fair and just manner and not with the idea of asking any more than was right. It is very difficult to run an effective and aggressive campaign as a grain dealers assn., or as any other assn. without incurring severe opposition and perhaps doing more harm than good. There is a medium ground that is a happy ground for the final result and that is the ground the Iowa Assn. has tried to occupy.

The greatest objectors, those who find the most fault in the policy of this or any other assn., are those who know the least about it and I would suggest that if there are any who feel that the affairs of the Iowa Assn. have not been conducted the way they should be, that they probe deeper into the affairs and the reasons for them and not come to a conclusion adverse to the Assn., because something in their own immediate neighborhood or in their personal affairs has not been just as it should be. I speak of this year as a matter of fault finding, but if any one knows anything more that ought to be done, they should speak of it.

It was said sometime after our last annual meeting that this Assn. was in absolute control of prices of grain paid to the farmers in this state and that that reason it was a trust, it was unlawful. One or two parties went so far as to consult an attorney for the purpose of probably bringing suit against the Assn. The more they investigated the more deeply were they convinced of their errors. I can say to you now scientifically and truthfully that the Assn. has never undertaken to control the price of grain in this state. The Assn.

has nothing to do with the prices of grain. Mr. Wells who is the active man in the Assn., and is the only man who keeps all in close touch with the work of the Assn., does not know much of the time what prices are paid, but so far as the Assn. is concerned it never has controlled prices and never makes any attempt to control prices.

You have all heard of the corn special trains and probably most of you who are members of the Assn. have seen the trains and heard talks at your local station, and I feel it is due to the gentlemen who have that matter in charge to say a little something about it this afternoon.

The grain dealers of the state took a great interest in getting that matter started. Mr. Wells, our Secy., was an active beginner in the movement for the corn specials and Mr. Wells, without any extra compensation, without any other pay than he would have had without expending any time or energy with that matter, devoted several weeks in making arrangements in the beginning and making up the schedule for the trains, something like nine or ten weeks of actual work on the trains and I think the grain dealers who are members of this assn. owe Mr. Wells a very great consideration for his work, energetic and successful work with those special corn trains.

The railroads were very gracious in running trains free and the Agricultural College at Ames extremely kind in furnishing sufficient help necessary to address the people and convey to them the intelligence about the better way to test and obtain good corn. Prof. Holden of the College especially is entitled to the thanks of the grain dealers and the whole people of this state. He worked incessantly for two months and a half almost every day and week that would have tired an ordinary man in much less time. I saw Mr. Holden a little after that and he said he could not sleep at all, and a little later he could not sleep enough, indicating that he was pretty well fatigued.

And now that the matter of corn improving has been started there is much more to be done, and yet the grain dealers of this state feel it is time to take up another matter. There is as much opportunity for improvement in small grain in the state of Iowa according to the amount of seed as there was in corn and the Grain Dealers Assn., has decided that it would be well to take up the matter.

For the purpose of getting it started right, getting it before the people and getting it before this assn., we have invited a gentleman who is quite thoroughly posted on these matters to address the Assn. this afternoon and he has kindly consented to do so.

I now have the pleasure of introducing Mr. J. S. Trigg of the Iowa State Register, who will talk to you on the question of improvement of small grain.

J. S. Trigg spoke on the necessity for improvement in the raising of small grains. He called attention to the fact that the year 1895 had marked the last large crop of small grain in Iowa and urged greater care in the selection of good seed if the state was to regain its position as a producer of oats and other small grains.

Prof. P. G. Holden, of the Iowa Agricultural College, commended the part the Iowa Assn. had taken in the campaign for improvement in seed corn, and spoke briefly on the importance of improvement in the smaller grains, urging care in the selection of seed.

Mr. Atkinson, editor of the *Homestead*, advocated the free use of the fanning mill for cleaning the seed before planting.

John R. Sage, of the Iowa Weather Bureau, read statistics showing the average yield per acre of oats in different sections

of the state during the last decade to have been greatly diminished. He also advocated the free use of the fanning mill on grain intended for seed.

H. A. Foss, Chief Weighmaster, Chicago, read a paper on Board of Trade Supervision of Weights at Chicago, from which we take the following:

Supervision of Weights at Chicago.

I am asked to give an outline of the methods of the Weighing Dept. of the Chicago Board of Trade, which are relied upon to produce first-class results. I take pleasure in responding to this request and take the opportunity of pointing out by comparison a few things which shippers also may do to help secure satisfactory returns for themselves. I have also added a few notes on a subject brought up last year regarding track and hopper scales.

The success of a weighing dept. cannot possibly rest entirely with its chief, but is dependent on the personnel of the men employed. Both, chief and men, must have at least an average amount of intelligence and more than the average amount of aggressiveness. Efficiency in the discharge of the complicated duties of a weighing dept. is impossible if members of the dept. use intoxicating liquors, which must therefore be tabooed. Consequently, men suitable for such a dept. must, as a matter of habit, leave liquor alone. It is absolutely essential that the chief weighing dept. that the chief weighmaster surround himself with men of this type, who can always be depended upon to be firm, fair and just to all interests. The Weighing Dept. at Chicago employs men of this type.

They have good men and what is of great importance we have been organized into deputy weighmen and supervisors. The deputy weighmen look after the weighing at the various elevators and transfer points. They are under the direction of the supervisors, who are constantly visiting the various elevators and other points of weighing with a view to maintaining the best of conditions and service at all times. This supervision in addition to my own frequent visits, keeps me constantly in touch with each of my employees.

To guide the deputy weighmen in their duties in weighing grain, handling scales, examining cars, making proper records, etc., I have a set of rules printed on the fly-leaf of each tally book. These rules are very complete and cover almost any condition that

The work in detail lines up in about the following manner: It is necessary to provide for protection of cars from thieves after reaching the neighborhood of the city. Railroad yards, as a rule, are located in remote parts of large cities, and this, together with the fact that they attract to their neighborhood numbers of petty pilferers, makes it imperative upon the weighing dept. to maintain a detective service covering all railroads in Cook County where cars of grain stand awaiting inspection and unloading. The purpose is to prevent pilfering and during the last year alone, our Dept. secured the arrests of 133 grain thieves, of whom 119 were convicted of the charges brought against them. While the conditions in this connection are not entirely satisfactory, I am pleased to state that they show a decided improvement over the past.

The first official handling of the contents of cars of grain occurs when they arrive at the Chicago Inspection Yards, whereupon the seals are broken by an officer of the State Grain Inspection Dept. to permit of inspection and sampling by the State Inspectors and by Receiver Agents. The cars are then resealed and ordered to the various unloading points, where they are unloaded and weighed under the supervision of the Board of Trade Weighing Dept. At each of these points we have one or more men stationed to look after this work.

There are various classes of unloading points, including all public and private elevators, transfer and malt houses, railroad transfer yards, mills and some large wholesale feed stores. This includes practically all places where grain is handled, with the exception of team tracks and weigh stations. The weighing places, amounting to about 2 per cent of the whole, is looked after by the various railroad companies and is not under

the supervision of the Chicago Board of Trade.

Now, when a car is at hand ready to be weighed, the deputy from the Weighing Dept., in order to prevent shortages, or at least to secure accurate weights of the grain in that car at that time, has a multitude of duties to perform. Among the most important I mention a few:

First:—He records the results of an examination of each car, made either by himself or by the trackman.

Second:—He makes a careful examination of the scale and if out of order, requires a test, which is made by us without charge. Our scale testing outfit consists of 50,000 pounds of United States Standard test weights, as well as a complete outfit for keeping the test weights and hanger weights in perfect seal. We also have a set of Fine Standards sealed by the United States Government, which we use to verify our working standards by. We aim to test all scales at least twice a year and oftener if necessary.

Third:—He tries to prevent waste of grain.

Fourth:—He requires that cars be thoroughly cleaned out and swept with a broom in order, which all grain may be accounted for.

Fifth:—He watches against error. The weights in every case are verified by some recording device, check letter system, or by recording the denominations of the weights used in weighing.

Sixth:—He sees that the weighing is made forthwith, that is, any extra handling of grain before weighing or the use of attachments for the purpose of blowing and cleaning grain that might in any way affect the weight, is not permitted. In a word, any condition that might be conducive to shortage is not tolerated.

Finally:—He sends in a full report to the office when every particular has been given due consideration, the grain has been properly weighed and the details carefully recorded.

This is a brief history of the treatment accorded to each car. This history with that of hundreds of thousands of other cars, is kept in systematic files at the Weighmaster's office.

By keeping a record of every transaction and every complaint of shortage, we are able to know at all times the moral standing of the various plants at which we weigh. For instance, once a month the percentage of shortages at each elevator is determined, and where such percentage is unduly large, a thorough investigation is made at the elevator concerned and its adjacent railroad yards. Thus, it can be seen that these records are absolutely essential to the successful working of the Dept., as it is only by them that we can determine where the stand.

Such methods, such men, such supervision and such records are bringing results which are proving satisfactory to practically all who have dealings with us.

Jas. H. Warren, Supervisor of Weights at St. Louis, read a paper on Merchants Exchange Supervision of Weights at St. Louis and E. St. Louis, from which we take the following:

Methods of St. Louis Weighing Dept.

In the interest of the members of the St. Louis Merchants' Exchange I wish to bring to your attention the work by the Dept. of Weights of the St. Louis Merchants' Exchange during the few years that this Dept. has been in existence.

We have just passed our third year, and though the deficit amounts to \$15,000, the Board of Directors of the Exchange are not discouraged at this great expense, for it is their intention to afford the utmost satisfaction to all parties interested, that the reputation of the St. Louis market for fair dealing and scientific methods of weighing may be acknowledged by all handlers of grain.

This Dept. is meeting with more support and encouragement daily and at the present time almost all the elevators, mills and warehouses in St. Louis and East St. Louis have Merchants' Exchange deputies in their houses. The exceptions are two private elevators in East St. Louis, Illinois, and one in St. Louis, Missouri.

I wish to call your particular attention to the fact that during the year 1904 we succeeded in placing our men in all the important malt houses and brew-

eries, and I know this will be of interest to the grain dealers of Iowa.

The task of establishing Merchants' Exchange supervision of weighing in the St. Louis market would have been more easily accomplished and at less expense if the grain had been under the support of the State Weighing Depts. in Missouri and Illinois.

For the information of members of this ass'n, I wish to inform you that, at the present time, both the Missouri and Illinois laws in reference to the inspection of grain provide for the weighing of inspected grain in public and private elevators by weighmen, appointed by their respective railroad and warehouse commissioners. These state laws are different, or, at least, are interpreted differently, for in Missouri the state weighers are in public elevators only while in Illinois the state weighers claim the right of weighing inspected grain either in public or private elevators. Another difference in the rulings of the warehouse commission of both states relates to tare or dockage. In Missouri no tare or dockage is recognized by the Missouri Warehouse Commission while in Illinois the commissioners permit a dockage for dirt on all grain unloaded of 50 lbs. on cars weighing 40,000 lbs. and under, and 100 on cars weighing over 40,000. The Merchants' Exchange Dept. of Weights has been ordered by the Board of Directors to furnish certificates for the actual amount of the contents of each car unloaded.

The opposition to this Dept. by the warehouse commission of Illinois and their officers has been persistent and we are at present in litigation in reference to the rights of the Merchants' Exchange to be in elevators to see that the grain is properly weighed and to make reports of weights. The hearing of this case is to come up soon and we hope to have our rights determined by the courts. Our attorneys look for a decision from the court that will be favorable to us.

ELEVATORS.—That you may be thoroughly familiar with our methods I wish to explain in detail our method of looking after the weighing of grain and report the condition of cars at elevators and warehouses.

At the larger elevators the Dept. has two men. It is the duty of one of these men to remain at the scale and actually see the weighing of all grain while the other examines cars and keeps an accurate record of the Seal numbers and condition on arrival. It is also his duty to see that cars are well cleaned out and no grain wasted. Where cars are loaded out it is also his duty to see that they are well cleaned and in good condition before leaving the elevator. Both of these men are required to report the condition of the elevator, condition of spouts, or any defect whatever that may come to their notice in or about the elevator. At irregular intervals our scale expert examines scales, tests the hanger-weights, and makes a thorough examination of the scale. The only exacting can do. If a scale is found out of condition, the supervisor's office is at once notified and no certificate of weights are issued for grain weighed over this scale. The scale is condemned until corrected. If several shortage complaints are made of shipments to or from an elevator, mill or warehouse that cannot be accounted for, and if the scales have recently been tested and found in good condition, no expense is spared in making a thorough investigation in an effort to locate the trouble.

All cars placed for unloading are thoroughly examined, first outside, and a complete record of seals and condition is made. When the grain is unloaded it is examined inside and any defect that can be noticed, which may occasion a loss of grain, is recorded by the deputy and the supervisor's office provides a certificate,—on one side showing the weight and on the other side the condition of the car. The report of the condition of the car includes a diagram of the car. The object of the Dept. in having the condition of the car printed on the back of the certificate is to make it incumbent on the part of the commission man to provide the shipper with a report of the condition of the car.

TEAM TRACKS.—One of the most difficult propositions that this Dept. has had to handle is what we call "team track weights." In St. Louis there is an enormous amount of grain unloaded from cars by wagons and before this

Dept. was established conditions were in a deplorable state, due principally to the lack of police protection. After satisfactory methods of scale supervision and proper location of Merchants' Exchange scales the Dept. organized a watchman system and each watchman has had police authority conferred upon him by the city. It is their duty to enforce the rules of this Dept. in reference to the method of unloading grain and hay from cars by teamsters and to prevent thefts on the part of outsiders. The saving to the shipper, owing to the police protection we have afforded, amounts to thousands of dollars each year. At the present time there is very little trouble and very few attempts made by thieves, but when this police protection system was first established a great many arrests were made and parties prosecuted and convicted.

The record of car seals, the condition of cars on team track, are recorded by these employees in the same manner as provided for at elevators.

The team track scales require very frequent inspection and tests. In making these tests we use 5,000 lbs. of U. S. Standard weights. In addition to this test we have recently adopted an additional test which, in my opinion, will quickly disclose any weakness in the scale or defect in the frame work of the scales. This method is as follows: After carefully testing a certain scale and finding it in perfect working order we haul this scale to a four-horse wagon loaded with 17,000 to 18,000 lbs. After this heavily loaded wagon is carefully weighed it is then hauled about the city and taken over other Merchants' Exchange scales as a matter of comparison. In this way we have been successful in keeping our team track scales weighing accurately and uniformly.

Cases have been brought to my attention where local concerns make purchase of grain and hay direct from shippers and we are informed by the buyers that shippers do not care for Merchants' Exchange weights or supervision and will not pay for this protection. These shipments sometimes are weighed over Merchants' Exchange scales, receiving the benefits of our team track protection but our certificates of weights are never called for.

Instead of our certificate certifying to the weight of the entire contents of the car the teamster is furnished a city weight ticket for each wagon load and in the event that one of these tickets is lost or mislaid or the incorrect car number is given on a ticket an accurate record of the contents of car cannot be furnished without the help of our records. I am called upon frequently to straighten out mixups of this description. As this grain is weighed over private scales some distance from the team tracks it is almost impossible to straighten out and correct errors so described.

Furthermore, all grain spilled from wagons en route from car to scales is the shipper's loss.

There are twelve convenient Merchants' Exchange wagon scales, which with very few exceptions, provide convenient locations for the unloading of team track grain and hay so that Merchants' Exchange weights can be secured. There are some minor side tracks where there are no Merchants' Exchange scales and very often a feed dealer will insist upon having car of grain or hay delivered to one of these tracks for the reason that it will save the buyer one or two blocks hauling. Therefore, if shippers request Merchants' Exchange certificates on all grain or hay unloaded at team tracks, it is possible for a commission man to secure same.

Grain dealers, undoubtedly, have noticed that the weighing fees on grain unloaded in St. Louis market from team track sometimes runs up as high as \$2 per car and I wish to take this opportunity of explaining these heavy charges. In the first place, the only fee the Merchants' Exchange charges for this service is the watchman fee, which is 25 cents per car. The balance of the fee is due to the city ordinance, which provides that all hay and grain and other farm products hauled from team tracks by wagons over a scale bonded to the city is subject to a city fee of 20c, 25c or 50c of which is retained by the owner of the scale and 5c goes into the revenue of the city. As an illustration, take one car of oats weighing 60,000 lbs. Ordinarily this car

would be unloaded in eight wagon loads or a weighing fee of \$1.60 plus 25c, the Merchants' Exchange watchman fee. However, some teamsters will make ten loads of this car or a weighing fee of \$2.00 plus the watchman fee of 25c per car.

EMPLOYEES.—The number of deputies in the employ of this Department varies from 40 to 60, according to the business. Deputies are frequently changed from one place to another to prevent any carelessness, which might result from too intimate acquaintance with employees at the place where they are stationed. The Dept. employs only persons who are sober, industrious and of good character.

J. A. Schmitz, Scale Expert of the Chicago Weighing Dept., was present and the following questions were asked him and answered:

Can a wagon scale be properly tested with 50 pound weights?

That is a pretty small test, because if it were out one once it would not show with a 50-pound test. That would make the scale out a bushel and a half in a thousand bushels, yet it would not show with a 50-lb. test weight.

Does frost heaving the foundations of the scales affect them?

Yes, sir. No foundation which does not go below the frost line is a good foundation.

If one corner of the scale were 2 lbs. slow and another corner 2 lbs. fast how would that affect the accuracy of the scale?

If one corner weighed right and one weighed heavily if the load was put on even one would counteract the other. But this would not be likely. For this reason the only way to do is to make all corners of the scale weigh alike.

Do you consider a scale with an extension lever as accurate as without it?

Extension levers are not good and should be eliminated wherever possible. In fact, we advise a man to build the wall of his house out rather than build extension levers.

What percentage of the scales in the country are out of order?

I do not think it would be fair to give our experience. As a rule we are called only when there is trouble.

What would you suggest as the best foundation for a wagon scale?

Concrete or crushed stone or gravel. Vitrified brick also gives a lasting foundation. We have found in our experience with track scales that concrete gives the best foundation.

BUFFET LUNCHEON.

At the close of the afternoon session a bountiful buffet luncheon was served. While the dealers ate and smoked an orchestra furnished excellent music and the time intervening before the evening session was enjoyably spent in visiting.

Evening Session.

The first number on the program was an address by S. H. Smith, Supervising Inspector of the Illinois State Grain Inspection Dept., at Chicago, on the methods of the Dept. He explained the methods of the inspection dept. in promoting the inspectors thru merit from the various positions from helper to 1st assistant after careful examinations. He denied that promotions were made on account of political affiliations, and explained that the inspectors on the force had been in the service from 5 to 28 years. In this connection Mr. Smith said:

Mr. Smith: I have been there for 28 years, the next man under me 28 years. The assistant inspectors will average 18

years and the 3rd assistants 5 years. You can readily see he would be a brick of a man who would be able to hold a political job thru pull for 28 or 30 years. This examination does away with the need of a civil service law to control the dept. because it is a civil service dept. of itself.

Every inspector on that force is under bond. Beginning with our chief, who is under \$50,000 bond, every subordinate inspector is under \$5,000 bond, and these bonds are approved by the Railroad and Warehouse Commission and supposed to be good, and are good, because they will not accept a bond unless it is good. So we are responsible people. We are not people who have nothing back of us to make good any mistakes or any wilful neglect of duty. The discipline of the dept. is strict, along the same line as Mr. Foss presented to you with regard to his dept. No intoxicating liquor is allowed in our department at all. The men are all good men and they are men who have served long terms.

One thing I want to impress upon your minds is that the inspector who inspects the grain does not know whose grain he is inspecting. He knows no more about it than you who sit here now know about the grain in the city of Chicago this moment.

The proper place to bring complaints is to Mr. Cowen, the Chief Inspector. It is a mistake to write to the Governor. Out of the large amount of grain received in Chicago last year, 165,000 cars, there were 1,900 cars which called for re-inspection, and out of 1,900 cars there were about 900 or 1,000 of them on which the inspection was changed.

Another thing that is agitating the minds of all, and agitating very seriously the minds of Mr. Cowen and his deputies, that has been cleared up in my mind as I sat here this afternoon: Why is it that the percentage of No. 2 corn has fallen off every year commencing 15 years ago, when it was 60 per cent, to last year, when it was 6 per cent? That has been explained to me as I sat here today by Prof. Triggs and the rest of the gentlemen that have talked. It is because the corn did not grade No. 2. The corn years ago that was raised in Iowa and all thru this country has deteriorated in quality, and that is the reason why the grain has not graded No. 2 in Chicago.

W. H. Chambers read statistics which he had compiled from grain weighed at the Kasota elevator and shipped to different markets, showing the average short-ages and in some cases overages, the point he desired to emphasize being the differences occurring from cars weighed on the same scales at originating point and finding it possible an explanation of why they should occur.

Pres. King thanked Messrs. Foss, Schuyler and Schmitz of the Chicago Weighing Dept. for the assistance given in making the meeting a success and also requested them to convey to Messrs. Cowen and Smith of the Inspection Dept., who had been obliged to leave early, the thanks of the assn. for the assistance given and the part taken in the meeting.

Upon motion the meeting adjourned to 10 a. m. Thursday.

Thursday Morning Session.

Pres. King: The first thing on the program this morning is an address by myself. The first number will be a paper prepared by J. G. Goodwin, the Kansas City Chief Weighmaster.

Secy. Wells read the paper on Board of Trade Supervision of Weights at Kan-

sas City prepared by Mr. Goodwin, from which we take the following:

Efficiency of Kansas City Weighing Department.

Under existing conditions the matter of obtaining correct weight is accomplished only by the utmost vigilance and untiring effort on the part of every employee of the Dept. and I may say that it is due to this perfect unit of purpose that this Dept. has attained such a degree of perfection.

PLACES.—We have 65 different places where weighing is done under our supervision which includes all the public and private elevators, all team tracks. In fact all grain that is sold under the rules of the Board of Trade is handled under our care. We have men stationed at all railroad yards on the lookout for cars arriving in bad condition, leaking, seals broken, and pilfering, who report to this office on the day of finding, giving much information as possible regarding consignee, where carded, etc. Upon receiving these reports we make record of same, notifying consignee if car has not been ordered, thus giving them an opportunity to take the matter up with the railroad company, and if cars are carded to elevator we notify our deputy at that elevator to be on the lookout for same. It frequently happens that before cars arrive the railroad has repaired same and no leaks are visible. In fact all of our deputies have instructions that whenever they see a car loaded with grain in any position to report to our office, where we consult our records and if possible notify the proper parties.

AT ELEVATORS where the scales are located at top of house we have two deputies. One man on the working floor who notes the condition of car upon arrival at the elevator, takes seal record, sees that cars are properly swept and all grain elevated, when he signals man on scale floor who supervises the weighing of same, looks to garner and hopper slides, turnheads, spouts, and scale balances. The instructions to the men are very positive to keep each other informed about everything pertaining to the handling of grain above and below and as the positions are held strictly on the merits of the men, we are assured of the best service. We also have supervisors who visit each house at least once a day and make a thoro inspection of all equipment used in loading and unloading grain, also note that the deputies are attending strictly to their duty.

It is a rule in this market, after car is inspected to re-seal same with numbered seals furnished by the inspection dept. The same applies to any car that may be resampled, thus insuring a clear seal record.

SCALE EXPERT.—On January 1st, the Dept. employed a scale expert, who has had long and active experience in constructing, repairing and sealing of scales. He is constantly on the watch for variation in scales and as the Dept. possesses all necessary equipment to test and repair scales, we are able to take care of the scales under our supervision to the best advantage. The opportunity presents itself almost daily to observe the difference in scales through grain being loaded out of elevator and being unloaded at other places where both houses are under our supervision. The moment a scale is not in perfect order we investigate same and if found wrong we make it right. Our scale expert is at the service of the trade in general when he is not required in Kansas City. The only cost to anyone desiring his service will be his actual expenses.

Kansas City has made rapid strides in the last two years in the matter of erecting new elevators and now has as good facilities for taking care of and handling grain as any market in the country. In the matter of construction, the writer has been consulted and a disposition shown at all times to co-operate with this Dept. The result has been that in all the houses that have been erected in the last three years, the most modern equipment prevails.

The Dept. employs as many as 75 men during the busy season and not less than 40 during the slow season. The positions held strictly on merit. We at once realizing that the only way to obtain the best result is to have a system and enforce it to the letter. The result of this speaks for itself in the success of the Dept.

Secy. Wells read the Secretary's report, which was adopted and a vote of thanks extended to Mr. Wells for his earnest, conscientious work in behalf of the Assn. It follows:

Secretary's Report.

This is the fifth anniversary of the Iowa Grain Dealers Ass'n and as Secretary I am pleased to present my annual report.

MEMBERSHIP.—Our membership includes 890 elevators with all dues absolutely paid in full. This is the fourth consecutive year that we have made the record of having no delinquent dues. It is certainly evidence of the good character and loyalty of our membership.

During the past year several of our members have been called by death, among whom are the following, to wit: E. D. Dyar, of the Western Elevator Co., Winona, Minn.; Wm. Schwarting, of Schwarting & Co., Walcott, Ia.; C. E. Austin, of Austin & Hartwig, Williams, Ia.; N. L. Barnes, Calamus, Ia.; Jos. McCoy, Stanwood, Ia.

May 6th last, Mr. Phil Dietz, of Walcott, Ia., died of heart trouble. He was a member of our Governing Board and had continuously held that office since this ass'n was organized. Mr. Dietz was an excellent adviser and always willing to give his services for the good of the ass'n. We have lost in him a friend and an efficient officer.

GRAIN CROPS AND THEIR DISTRIBUTION.—The business of the grain dealers of this state consists in buying and shipping the small surplus above local consumption of corn, oats, barley and rye. The Iowa crops of 1904 as computed by Director Sage are: Winter wheat, 1,017,000 bus.; average yield, 14.3 bus. per acre. Spring wheat, 7,085,000, average, 9.1 bus.; Corn, 323,853,000, average, 85 bus.; Oats, 118,436,000, average, 29.4 bus.; Rye, 1,517,000, average, 15 bus.; Barley, 12,313,000, average, 25 bus.; Flax, 591,000, average, 11 bus.

Can the price of Iowa land be held at \$75 to \$125 per acre on these low average yields?

The 1904 crops of corn and oats grown in the surplus producing states West of Lake Michigan and the Illinois and Indiana State line according to Government statistics amounted to 1,325,032,000 bus. of corn and 580,532,000 bus. of oats.

The total receipts of corn and oats at the terminal market gateways of this territory for 1904 amounted to 163,548,000 bu. corn, 144,997,000 bu. oats.

These figures indicate that only about 12½ per cent of the corn and 27 per cent of the oats produced in this territory passes through the hands of the country grain dealers for these terminal markets.

The wheat is practically all milled locally; thus it may be estimated that the amount of the different kinds of grain passing through country elevators in Iowa, including all the barley, rye and flax as being shipped, is about as follows: 12½ per cent of Corn, 40,481,000 bu.; 27 per cent of Oats, 31,977,600 bu.; 100 per cent of Rye, 1,517,000 bu.; 100 per cent of Barley, 12,313,000 bu.; 100 per cent of Flax, 591,000 bu.

In other words, of the 464,817,000 bu. of all kinds of grain produced in Iowa, only 86,884,000 bu., or about 18 per cent, is sold as surplus through the country elevators.

There are about 1800 grain buyers in the entire state of Iowa who operate facilities for handling and storing grain at about 950 stations, thus averaging about two elevators at each station, and according to the above estimate on total amount of crop shipped would give an average yearly volume of about 48,250 bushels of all kinds of grain for each grain dealer in Iowa.

I have also recently secured by statements from the dealers direct the actual figures of the yearly volumes of grain handled by about five hundred representative elevators in this state, and the average for the crop years 1902, 1903, and 1904 figures about 49,250 bushels per elevator, and you will note the close comparison of the two estimates taken from entirely separate sources.

About 400 of these elevators are operated by line elevator companies having terminal facilities; about 200 elevators are owned by firms operating from two to ten elevators each without terminal facilities, and the remaining

1,200 are operated by individual local dealers having only one house each and this includes also about 30 farmers cooperative elevators.

These estimates, while not perhaps positively accurate, are sufficient to show that the grain dealer is a very small factor in having to do with the value of the grain crops of this state, and that the farm consumption and the business of feeding live stock determines the farmer's revenue on about 82 per cent of all the grain produced on the farms of Iowa.

I have made considerable investigation as to the average prices that have been paid for grain by the dealers in different localities in Iowa during the past five years, and I find that the average gross margin of profit taken by the dealers on Oats is about 1½c and on corn about 1½c per bushel.

The total gross profits on grain taken by the grain dealers of Iowa, not deducting any expense, may be estimated at \$1,571,082.

In other words, the farmers of Iowa are paying the grain dealers \$1,571,082.00 as compensation for providing an open market, and maintaining the necessary facilities for handling their small marketable surplus of grain, amounting to about \$875 as the gross earnings of each elevator, which certainly does not give the grain dealer much compensation for his investment, time and expenses.

GRADES AND PROFITS.—Grain dealers are inclined to overgrade medium and low grade grains, which seriously reduces the apparent margins of profit, especially as much of the grain produced in Iowa is low grade. It would be much better for both the dealers and the farmers if the lower grades were bought on their merits, as this would encourage the farmer to improve the quality and still give better margins to the dealer on the lower grades.

The corn crop of last year has been very difficult to handle with profit, because of the excessive amount of moisture contained that subjected it to deterioration in store and in transit, besides heavy shrinkage, and large losses have been sustained by the dealers because of the heavy discounts in price and shrinkage in weight.

The inspection of corn at Chicago for seven days, Nov. 15th to 22nd last was, No. 2, 13 cars, or ½ of one per cent; No. 3, 395 cars, or 1½ per cent; No. 4, 1,381 cars, or 43 per cent; No Grade, 1,413 cars, or 44 per cent; 87 per cent of the corn grading No. 4 and no grade and being discounted from 2c to 10c per bushel under No. 3 price, because of excessive moisture.

Of the total receipts of corn at Chicago from Aug. 1, 1904, to April 1, 1905, 3½ per cent graded No. 2; 48½ per cent graded No. 3; 48 per cent graded No. 4 and No Grade.

It is unfortunate for the grain dealer that the farmers and the public always take the price of the highest commercial grade into consideration and estimate the dealer's profits on that basis without allowing anything for loss in grades and shrinkage in weight by evaporation of moisture content.

The last oat crop was much better in quality than in 1903, although the oats planted by farmers in this state are deteriorating in both grade and variety. The Russian Green and the Yellow oats are being grown over a large territory and these varieties are usually discriminated against by the buyers in the general markets, the large demand being for the white oats, free from stain and discoloration.

I understand that the problem is to grow a variety of oats free from rust with a strong straw that will hold up the grain on the rich soils when rotated with corn and farmers have found the green and yellow oats more favorable in that regard. Dealers have as a rule been buying these yellow and green oats at a discount of from ¾c to 1c per bushel in the general markets.

In the inspection of oats at Chicago from Aug. 1, 1904, to April 1, 1905, 30 per cent graded Standard and No. 2 White; 46 per cent No. 3 White; 15 per cent No. 3 White; 19 per cent No. 2 and No. 3 mixed; No. 4 and No Grade; 25 per cent, under No. 3 White.

The average modern elevator costs about \$4,000, and it costs something to operate it and maintain an open market so that the farmer can at all times have a market for his single wagon load as

well as car load of grain. Following is a low estimate of such expenses: Interest on \$4,000 invested at 6 per cent, \$240; interest on \$1,000 working capital at 6 per cent, \$60; salary of manager at \$50 per month, \$600; insurance, taxes, postage, stationery, \$100; power, \$100; extra help, \$100. Total, \$1,200.

At the life of an elevator does not exceed twenty years the cost of maintaining the property is \$200 annually besides sundry repairs, so that the lowest cost of operating and maintaining such a business is upwards of \$1,400 per annum.

Much of the grain business in Iowa is conducted in connection with other lines of business such as live stock, coal, lumber, brick, tile, cement, etc., so that the expense in such cases is not entirely charged to the grain business; otherwise open grain markets could not be maintained at many Iowa stations.

TERMINAL CONDITIONS.—Board of Trade organizations at terminal markets are to be commended for the vigorous manner in which they have worked for improved methods, especially in the supervision of weights. Chicago, St. Louis and Kansas City having practically complete supervision of weights with deputy weighers in all elevators directly employed by the respective weighing departments and not in any sense employed by the elevator companies.

The principle of strict discipline is upheld by the weighing departments of these markets and supervision is compulsory with members.

These weighing departments also systematically make record of condition of cars and car seals when arriving at terminals as well as provide police protection in a greater or less extent.

The responsibility of receiving cars after inspection is a mooted question at terminal markets, especially within the state of Illinois, where the Railroad and Warehouse Commission do not assume that responsibility and the railroads do the work in an indifferent and irregular manner, as is shown by the reports of the different weighing departments of the large number of cars arriving without seals.

Car load dockage has been abolished at St. Louis, while Kansas City still takes 100 pounds and Chicago 40 pounds per car.

Chief Grain Inspector Cowen, of Chicago, has recently shown a disposition to improve the work of that department at Chicago by establishing a sampling department under the direction of a special expert on each kind of grain, an educational feature having in view the purpose of establishing uniform ideas in the minds of all the inspectors and thus secure a more uniform inspection.

IMPROVEMENT OF CROPS.—In the Spring of 1904 there was distributed by members of this ass'n among about one thousand farmers of this state, small samples of highly bred Reid's Yellow Dent Corn and the farmers made reports as to the results in blank forms provided for that purpose. The seed did well through the central latitude of the state, but failed to mature in many instances in the Northern part. There were, however, some remarkable results and the distribution of this seed will certainly be beneficial in improving the quality of corn in many localities.

Last December I went to Chicago and presented to the railroad officials of the Chicago-Iowa railroads the idea of conducting a general "Seed Corn Special Train" campaign throughout the state of Iowa with the result that I was allowed to make up list of station stops, dividing up the junction points between the different roads to economize the work. These railroads participated: C. R. I. & P.; C. & N. W.; C. M. & S. F.; Ill. C.; C. B. & Q.; D. M. I. F. & N.

Each road providing at its own expense a train consisting of three audience coaches and two private cars, including sleeper and dining-car service for Prof. Holden and party.

These trains made 570 station stops in 49 days, at which 935 lectures were given with a total attendance of 110,163, traveling a distance of 7,855 miles. The work was arduous and monotonous and done without any special compensation to any person connected with it, an educational proposition in every sense.

SCALE TESTING AND REPAIRING.—In accordance with resolution passed at our annual meeting, May 17, 1904, scale

experts were engaged to inspect and test scales for our members and other scale owners on a co-operative plan with a maximum charge of \$3.00 per scale. We paid out for such services \$1,210.76 and received \$1,116.98, showing a loss of \$93.78. We have learned some things by experience and believe that we can now keep the average cost down to \$3.00.

We have also concluded that scales that are in a reasonably repairable condition may be repaired by the expert on the ground and we have purchased such apparatus and tools as may be necessary for that purpose, besides three sets of test weights of one thousand pounds each. He is also provided with a supply of the necessary material, such as steel bearings, etc.

Mr. E. J. Nolan is now doing this work directly under my supervision and has no connection whatever with any scale company. I find that local dealers as a rule do not understand much about scales and Mr. Nolan is instructed to give all the information regarding construction, testing, etc.

Every grain dealer should have his scales examined at least once a year by an expert, and if all dealers would fall in line with that plan it would materially reduce the cost of the work.

ARBITRATION.—During the past year we have had no cases for arbitration, altho there have been quite a number referred to me, which were settled or adjusted along the lines of previous arbitration decisions.

It might seem at first thought that we were not making much use of arbitration and that the number of cases would increase rather than diminish, which, however, is not a correct view of the matter.

Arbitration is an education and there are not many different kinds of differences in the grain trade. One decision may decide many cases, and besides the enforcement of arbitration has a tendency to make the dealers more careful in making contracts.

GRAIN DEALERS NATIONAL ASSN.—The Executive Officers of this Assn. voted to withdraw its affiliated membership with the Grain Dealers Nat'l Assn., which was done April 1, 1905. Their action is subject to the approval of this organization.

IN GENERAL:—As Secretary, I have endeavored to conduct my work in detail according to the policy outlined by the Governing Board, with the general objects in view of securing for the members all the legitimate benefits possible, by exercising our influence to secure improved conditions, both at country and terminal markets; to elevate the standard of the moral responsibility of our members; to arrange peaceable adjustments of differences as between buyers and sellers to exercise in the largest and broadest sense all the encouragement possible; to improve the yield and quality of the grain crops, and to perform our part as an organization in promoting any work for the public good.

We close the year with a healthy and harmonious membership and I desire to express my sincere appreciation of the general co-operation and friendship of the members and officers.

The Treasurer's report showed the Assn. to be in good condition financially with a balance in the treasury of over \$2,000.

A letter to Secy. Wells from Secy. Stibbens of the Grain Dealers Nat'l Assn., inviting the members of the Iowa Assn. to attend the Annual Meeting of the Nat'l at Niagara Falls, N. Y., June 2-3, was read.

A. Gerstenberg: The remarks I have to make are not lengthy. I believe I will, however, express the views of a great many in the grain trade who are not members of the Assn. As you all probably have heard in your Secretary's report, a resolution was passed at the meeting of the Executive Committee that the Iowa Assn. should withdraw from the Nat'l. The firm of which I am a member being a member of the Nat'l Assn., it puts us in a very peculiar position. When you stop and think back to the time when the Iowa Assn. started,

it was a few lonely, wearily stragglers who came along and joined with you.

Like all large oaks, the Iowa Assn. started from an acorn, and I am proud that I was one of the acorns. In time you grew and then you cast us off. You told us we could be members of the Iowa Assn. no longer, that it was necessary for us to join the National. Thru joining the Nat'l Assn. we have had benefits and privileges extended to us and have participated in all your meetings. Yet we have not had any voice in the proceedings. With the conditions that exist in the East, I am sorry to say the Nat'l Assn. is in a rather shaky condition, and it puts us in doubt as to the road we are to travel.

What the end of the discussion shall be at Niagara Falls cannot be foretold. I am frank to state that if the Nat'l Assn. should lose the support of the Iowa Assn., and of similar assns., we shall belong to the Nat'l Assn. no longer. We feel that our interests are looked after by you gentlemen, and your interests are looked after by us. Should fate decree that this Assn. should withdraw from the Nat'l Assn., I appeal to you, Mr. President, and to the members of the Iowa Assn., to make some provision so that those in the East who are interested in your affairs can become members of this assn.

B. A. Lockwood made the following report for the Committee on Resolutions:

REPORT OF RESOLUTIONS COMMITTEE.

RESOLVED That we commend the effort of President Roosevelt to obtain from Congress legislation which will prevent rate discrimination, and which we hope will result in placing all shippers of the country on a parity.

WHEREAS During the past year the all wise Providence has called from our midst the following members: E. D. Dyar, of the Western Elevator Co., of Winona, Minn.; Wm. Schwarting, of Schwarting & Co., Walcott, Io.; C. E. Austin, of Austin & Hartwig, Williams, Io.; N. L. Barnes, of Calamus, Io.; Jos. McCoy, of Stanwood, Io.; Phil Dietz, of Walcott, a member of our Governing Board since the organization of the Assn., therefore be it

RESOLVED That in the death of these members this Assn. has sustained a great loss, will miss their influence in Association work and that the Secretary extend to the families of the deceased members our sincere sympathy and condolence in their bereavement.

RESOLVED That the Assn. thank Prof. Holden and his worthy and efficient assistants for their work in spreading the gospel of Better Seed Corn and recommend that our officers continue to lend all the assistance they can to encourage and help these men in this very important work, both to the farmers and grain dealers.

RESOLVED That Section 2 of Article 2 of the Constitution be stricken out and the following be adopted as Section 2 of Article 2: That any regular grain Receiver, Grain Broker, operator of a terminal elevator or commission grain merchant who conducts a reputable business, and confines his or their business to the regular elevator operators may be eligible to an associate membership in the Iowa Grain Dealers Assn. (without payment of fees or dues) when application for such membership is approved by the Governing Board, and with the understanding that such associate membership shall not entitle such member to vote on or participate in the consideration of matters of policy of the Assn.

WHEREAS Grain Dealers suffer much loss because of leakage and stealage, of grain in transit and in railroad yards, delays in transit, etc., and that railroad companies do not show a disposition to assume responsibility to the shippers for such loss in many cases and that many claims are presented by grain dealers to the railroad companies that are not accompanied with proper evidence to substantiate the same, thus

giving the railroad companies much annoyance,

RESOLVED That the President be hereby instructed to appoint a committee to be known as "Committee on Railroad Claims" and that it shall be the duty of such committee to examine carefully, when requested any claims to be submitted by members against railroad companies for their consideration and approval, and when approved such claims to be forwarded by the Secretary to the proper railroad official for settlement, the Secretary of this Assn. acting as agent for each member making such claims.

The resolutions were adopted as read, one expressing sympathy for Capt. M. T. Russell being acted upon separately and receiving a standing vote.

Mr. McFarlin presented the following resolution, which was adopted:

RESOLVED That we regard the Iowa State Agricultural and Industrial League an effective organization for the purpose of promoting agriculture, and the member of that organization representing this Assn. is hereby authorized to use of the funds of this Assn. for the purpose of carrying out the work undertaken by that Assn., in proportion to the amounts which may be contributed by the other Assns. which it represents, and the President is hereby authorized to act as or appoint the requisite number of members to represent this Assn. in that organization.

A resolution was presented by Secy. Wells voting \$50 to reimburse workers on the seed corn specials to apply on their expenses. Carried.

Resolutions of thanks were tendered the different speakers.

E. L. Bowen: I move that the Assn. express its approval of the decision and act of the executive officers of the past year in withdrawing our membership from the Grain Dealers National Assn. I am not as familiar with all of the reasons or the cause why this was considered the best thing to do as is our Pres., and perhaps some of the other members, but for one I feel satisfied that we have a very good and sufficient cause for such action, and as it is a question of somewhat larger importance than many that have to be decided, I would like to have the approval of the Assn. here at the annual meeting.

H. S. Buell: If there would be no objection on the ground of impropriety I would like to know the reasons of the Executive Board of this action.

The suggestion was made that a special afternoon session be held to discuss the matter, and Mr. Buell said: I have perfect confidence in the wisdom of the men composing our Executive Comite, and if my question will cause any inconvenience I will withdraw it.

M. Rothschild: I would like to know the reasons for the withdrawal. If the gentleman withdraws his question I would like to present it.

Pres. King: The Governing Board has felt that there have no benefits come to this Assn. during the past year from the National. We cannot figure out anything that we have derived from it that has been of benefit to this Assn. As you will note from the Secy's report, there was something over \$400 paid to the National. In addition to that, while there were a great many assns. affiliated with the National, there were only three that paid the dues: The Tri-state Assn., the Iowa Assn., and the S.-W. Ia., and N.-W. Mo. Assn. Illinois was owing some \$700, and refused to pay. Wisconsin was also owing something and refused to pay. It was the same with Michigan, Indiana and Ohio. They did not pay their dues, yet at the time of the directors meeting the directors from those assns. had as much to say as any one. It is much in the way

of "Taxation without representation," but in this case it was representation without taxation. They were represented, but did not pay any taxes.

In addition to that, there is the probability that the Nat'l will be changed from an affiliated membership to a direct membership, cutting out the various assns. Probably at the meeting in June the membership will be changed from affiliated membership to a direct membership of principally receivers and terminal grain men. Rather than continue to pay the dues and with a large membership being told that we were not wanted as an affiliated assn., it seemed proper to the Governing Board to withdraw at this meeting. If the National Assn. gets into better condition and adopts methods that are beneficial to this Assn., and we can pay the money into it with a prospect of getting returns for it, and they still continue to have affiliated assns. as part of their membership, and such affiliated assns. pay their dues, and the Nat'l has enuf money to pay its other expenses, we will then deem it proper for Iowa to join again.

B. A. Lockwood: I do not intend to oppose this action at all. There have been benefits derived by this assn. from the Nat'l. There are other members of the National Assn., with whom we have a very close connection, namely the members of the Chicago Board of Trade. These men are members of the Nat'l Assn. like we. Tho this assn. does not feel now that there have been many benefits derived from the National by the members of this assn. individually, they know that by the joint connection of the Nat'l and the other state assns. they have recourse for the members of the states assns., that in the event of the Nat'l being disorganized they will not have. It occurs to me that we have made a mistake. I am not prepared to outline in what way, neither am I prepared to say I would not vote, because I will sustain the action of the Governing Board, but I believe that altho we may withdraw from the National this assn. and other state assns. will immediately find the necessity of having something to take the place of the National, and in doing so, therefore, we should in withdrawing have these members of the Board of Trade as individuals, if not collectively, to understand that we hope to be able to be again associated with them in a manner that will cause them to feel that we have not separated from them because we did not want to do them good, and also let them know that we appreciate being associated with them in the National. I believe that not only the Chicago Board of Trade, but all other Boards with whom we do business, appreciate that organization, for the reason that it brought us all together in one united brotherhood. I have derived benefit for myself in more ways than one, and I believe there are other members of this assn. that can say the same.

M. Rothschild: I believe Mr. Lockwood's words are well taken and to the point. While I believe that the members of the Governing Board are right in their stand that we should not pay all the expense of the Nat'l Assn., still I believe some means should be provided for something to take its place before putting a nail in the coffin of the National Assn., for that is what it amounts to. Our action simply means that others will take the same step, leaving the Nat'l nothing with which to make a new start. I believe the results to the members of this

assn. have been sufficiently large to warrant the expense of being a member of the Nat'l, and I would dislike very much to see the action followed up. I hope that some means will be devised by which it will be possible to take some action which will result in bringing the organizations that have refused to pay their dues to the point where they will see the error of their ways, and that the Governing Board will then find it possible to again become members.

The motion was seconded and carried. The following resolution was presented by Lee Lockwood and passed:

WHEREAS The cereal crops of Iowa lie at the very foundation of all its wealth and prosperity and

WHEREAS There is a widespread interest in and appreciation of the importance of thoro investigation and instruction in the principles that underlie successful agriculture and

WHEREAS There exists in this state a pressing need of a comprehensive line of scientific experimentation and research, with a view to securing varieties of cereal grain better adapted to the varying soils and latitudes of the state than those now grown, and the improvement of the crops grown together with a more abundant yield and that the fertility of our land may remain unimpaired for future generations and

WHEREAS To carry on this work and prosecute vigorous research demanded by the farmers of the state, a corps of instructors and enlargement of the course of instruction will be required, and

WHEREAS We confidently believe that money so expended will be better invested than for any other purpose, be it

RESOLVED By the Iowa Grain Dealers Ass'n in session assembled at Des Moines on May 13, 1905, that we unanimously and urgently invite the attention of the members of the legislature to the pressing needs of this most important industry of the state and request specific appropriations in sufficient amounts to conduct a thoro and careful system of experimentation at the experiment station of the Iowa State College of Agriculture of Mechanic Arts, for the purpose of improving the types and quality of the corn, oats, wheat, barley, and other cereal grains to be raised in Iowa, of carrying on the necessary extension work in connection therewith, and of disseminating such information as may be obtained on these subjects, to the end that the good soils of Iowa may produce the types of cereals best suited to it, the wealth of the state be thereby increased and the prosperity of the farmers of the state greatly enhanced.

RESOLVED That Mr. Geo. A. Wells, as a member of the Iowa State Agricultural and Industrial League is hereby authorized and requested to make the best endeavor possible, as a member of that organization, to carry into effect the above resolution.

Chairman Patton, of the Comite on Nominations reported, for Pres., Jay A. King, Nevada; Vice-pres., S. B. Williams, Madrid; Directors: E. J. Edmonds, Marcus; Lee Lockwood, Des Moines; S. J. Clausen, Clear Lake; J. A. Carden, Winfield.

Lee Lockwood: There are seasons of the year that grain is in condition where it requires prompt handling in transit by the railroads. I believe that as a matter of fact almost all other products are well taken care of in this respect. Fruit is handled on passenger time and live stock is put thru on special trains, while grain is left to stand about on side tracks about the country without any question as to whether there will be any loss or not. It occurs to me that some action should be taken to secure the prompt handling of grain. I make a motion to the effect that the Pres. and Secy. be instructed to take some action looking toward better service in handling perishable grain. The motion was seconded and carried.

Upon motion being made, the convention adjourned at 12:45 o'clock.

CONVENTION NOTES.

The Michigan Central R. R. was represented by Edw. Magan, T. F. A. Peoria, Ill., was represented by D. D. Hall, of Tyng, Hall & Co.

The Millers National Ins. Co. was represented by H. Stanbery.

E. J. Nolan, the Assn's Scale Expert, was at the meeting.

From Wisconsin came G. B. Rait, representing the Milwaukee Elevator Co., and Frank I. King, Waukegan.

M. M. Snider, representing Barnard & Leas Mfg. Co., looked after the wants of those who were in need of mill and elevator supplies.

The Flour City sent the following delegates: W. H. Chambers and C. H. Leaman, Pv Elev. Co.; J. J. Quinn, Secy. Tri-state Assn.; E. H. Tryon, Reliance Elev. Co.

St. Louis was represented as follows: Goffe & Carkener Co., by B. Evans; G. L. Graham & Co., by Fred Faulkner, accompanied by Mrs. Faulkner and Miss Dorothy. Jas. H. Warren, Supervisor, represented the St. Louis Weighing Dept.

Chicago was represented as follows: F. D. Austin, Crighton & Co.; J. W. Cheek; W. M. Chnstie, Fyfe, Manson & Co.; W. S. Cowen, Chief Grain Insp., and S. H. Smith, Supervising Insp.; C. F. Davis, Harris, Scotten Co.; C. D. Dillin; H. A. Foss, A. E. Schuyler and J. A. Schmitz, Chicago Weighing Dept.; A. Gerstenberg and H. Hahn, Gerstenberg & Co.; Eugene Schiffin and W. M. Hirschy, Hemmelgarn & Co.; Mr. McDougal, Armour & Co.; J. W. Radford; H. Rumsey, Rumsey & Co.; B. L. Coon and C. D. Sturtevant, J. C. Shaffer & Co.; A. Speltz, Rosenbaum Bros.; W. M. Timberlake, S. Warner, Warner & Wilbur; W. E. Ward, Ware & Leland.

Among the Iowa dealers in attendance at the meeting were: W. B. Agnew, Fairbank; A. W. Augspurger, New Sharon; Wm. Bakely, Ogden; W. E. Baumburger, Gowrie; J. E. Brown, Mitchellville; I. Bird, Moreland; C. C. Buck, Hubbard; L. R. Brown, Dawson; N. S. Beale, Tama; H. S. Buell, Livermore; E. G. Cool, Ft. Dodge; S. J. Clausen, Clear Lake; J. A. Carden, Winfield; J. W. Carden, Mt. Union; J. S. Crooks, Boone; R. B. Carson, Moulton; H. D. Dwight, Sioux City; J. Ellicson, Thompson; E. L. Ericson, Story City; E. J. Edmonds, Marcus; R. A. Frazier, Nevada; J. W. Hutchison, Cedar Rapids; H. H. Henning, Ogden; B. C. Hemphill, Dexter; A. E. Haggman, Cambridge; F. C. Harvey, Grand Junction; P. J. Harvey, Gowrie; D. J. Jenks, Baird; C. A. Jenks, Coon Rapids; J. H. Kieth, Wayland; J. A. King, Nevada; J. Kunz, Wesley; J. Knoke, Knoke; Mr. Morrow, Harris; L. J. Mighell, Lake City; D. Milligan, Jefferson; J. Murray, Bancroft; A. Morehouse, Glidden; H. L. McCombs, De Soto; M. M. Mason, Cambridge; J. A. Nylander, Ogden; I. L. Patton, Newton; M. M. Patton, State Center; A. W. Randall, Conrad; M. Rothschild, Davenport; W. J. Roberts, Paton; A. B. Roberts and W. J. Roberts, Paton; W. F. Stephenson, Bondurant; C. W. Smittle, Grand Junction; M. Sherer, Gilbert; B. H. Shute, Dedham; J. A. and E. H. Tiedeman, Fonda; H. W. Van Dyke, Winfield; J. A. Winkel, Bancroft; S. B. Williams, Madrid; D. E. Williams, Mt. Union; L. W. Wheeler, Laurens; F. E. Wheeler, Ventura.

Crop Reports

CANADA.—Glenboro, Man.—Considerable more grain sown than last year and it is looking fairly good. It is too early to figure on yield of growing crop, it being only 2 to 3 inches high.—Schwahn & Fair.

COLORADO.—Wellington.—This is a new country open up here in the valley, which is all under irrigation. The prospects are good for crops and business.—S. C. Blystone, mgr. Corbin-Black Lumber & Grain Co.

ILLINOIS.—Bloomington.—We had a very heavy wind and rain storm here last night and the fields were flooded, but not much damage done excepting that caused by the delay from work. The corn about half planted; done in fine shape.—J. E. Hawthorne, Colfax.—Oats never went into the ground under more favorable conditions; acreage about normal. Holdings of old oats by farmers larger than usual at this time of year. About half of the farms in this section are thru planting corn and all will finish this week; ground in good condition and plenty of moisture.—J. A. Esler, mgr. Colfax Grain Co.—Heyworth.—Oats about the usual acreage; crop planted in good season and condition; prospect good. Corn planting delayed 2 weeks. Corn crop is yet to plant.—J. C. Gault, agt. Rogers Grain Co.—Buffalo Hart.—At least 80 per cent of last year's crop has been marketed and what little grain is in farmers' hands is being held for higher prices. The condition of the growing crop is splendid. Farmers are all thru planting corn and some have commenced cultivating. A large acreage and an extra good stand is reported. The growing crop of small grain is looking fairly well, the wheat apparently more promising than the oat crop.—I. W. Cooper, agt. Bartlett, Frazier & Carrington.

INDIANA.—Willow.—The coming crops in our section are looking well. We are having an abundance of rain.—Thomas & Kinder, Rochester.—A large crop of oats was sown in Fulton county. Wheat looks extra well but acreage small. Farmers preparing to plant the largest corn crop ever planted in this county, wet weather against them at present.—E. Mifflin, mgr. Spencer.—The condition of the growing wheat crop, in this vicinity, is excellent, altho the acreage is smaller than last year. Corn planting is greatly delayed on account of heavy rains and many farmers have not begun plowing.—Spencer Milling Co.—Rockfield.—We have a very prosperous looking oat future and a large acreage. Wheat looks excellent but the acreage is very light. The season for planting corn is here with but very little progress as heavy rains and bad weather have delayed the farmers, giving the corn fields a very backward look.—Mgr. Diller & Ryan, Sweets.—We have a smaller acreage of wheat growing; about 50 per cent; prospect good; none plowed up. Large acreage of oats; prospect good; were all sowed before the rains set in. Corn planting backward on account of wet weather of the last 3 weeks; 40 per cent to plant yet. Weather nice now. Meadows looking good but weedy.—Baum & Co.—South Milford.—Wheat in our locality is looking fine, but a small acreage. A very large crop of oats has been sown; too early to estimate on them. It is very wet; the farmers are raised that goes with their corn as it is raining every day, lately. If it keeps wet there will be a good chance for rust in wheat, as it is getting a large growth.—Newnam & Reed.—Silverwood.—The Wabash river is over the bottoms; this is the place where the corn is raised that goes on the market. Will make the farmers very late with crops this year. Doubtful if the corn will have time to mature. Wheat small; acreage sown about 50 per

cent. Large crop of oats out. Both wheat and oats look well. Having lots of rain and very cool at present.—D. P. Williams, mgr. W. F. Banta.—Liberty.—The acreage of wheat sown in this section is probably 80 per cent of the average for the past 10 years. The condition of the growing wheat was never better excepting for the past few days when the copious showers are making too rank a growth, we fear. The average yield of wheat in our county is about 20 bus., but from present indications it will exceed that amount this year.—Stanley & Witt.—Waterloo.—Wheat is looking exceptionally fine, except in the low ground, which is considerably damaged and I do not think it will be of much account, because of the excessive rains and high waters. Oats are doing nicely but the crop will not be large, that is the acreage is not as much as last season, on account of the rain preventing the sowing. There has been practically no corn planted yet, but I believe the larger portion will be planted this week. This is late planting, and now we have a late fall, the crop, and cannot mean much.—D. L. Leas.

IOWA.—Gilmore City.—Oats are looking well; corn nearly all planted. Weather has been very wet for the last 3 weeks.—Alta.—Small grain is in fine shape. Farmers in this vicinity are planting corn between showers. Season is late.—S. A. Inforzano, A. B. Inforzano & Co.—Plymouth.—The prospects for a good crop of small grain were never better in this vicinity. Corn planting is about finished.—Agt. Huntling Eltr. Co.—Altavista.—Crops are looking fine in this section, but we are having too much rain at present. Corn planting is nearly all done.—Agt. Anchor Grain Co.—Aurora.—Oats sown are about the usual acreage; look good. The corn is the largest acreage ever planted here; season backward and very wet; small amount of corn planted to date.—Berryman & Co.—Des Moines.—Average reports from dealers indicate that, basing last year's average at 100, the comparison for this year's acreage will be—oats 101, and corn 106.—George A. Wells, secy. Iowa Grain Dealers Assn.—Luverne.—Small grain looking well; average acreage. Corn planting has been delayed on account of recent rains but is now going forward and good weather will see it all planted in a few days. Very little grain in farmers' hands; business very light.—C. E. Phillips, agt. Peavey Eltr. Co.—Badger.—The acreage this year is about 60 per cent corn and about 35 per cent oats; 3 per cent wheat and 2 per cent barley. The small grain looks good, about half of the corn is planted; some corn was planted about 3 weeks ago and is coming up, but as we have had too much rain the last weeks the corn planting has set back, but the few days have been good and warm, corn planting is again in full go and will be finished in a few days; prospects for crop are fair.—Otto Gangstead, agt. Peavey Eltr. Co.—Armstrong.—The acreage of wheat and flax in this vicinity is considerably in excess of last year's, and that of oats barley and corn about the same. The condition of the growing crop is at present as good as could be expected, considering the late cold and rainy weather. Wheat and oats are not growing as rapidly as they would had the weather been warmer, but making good roots and will be good enough to stand a dry spell, should such succeed the late rainy period. About half of the flax is in the ground and will undoubtedly make a good crop as the rains of the last few days will give it a good start. Corn planting well on the way before the heavy rains of late and will, with a couple of days of good dry weather, be resumed and completed by May 25.—H. Rasmussen, mgr. H. Rippe.

KANSAS.—Iuka.—We have excellent prospects for a full crop of wheat.—Hutchinson.—The wheat is spotted. Looks like 7 to 20 bus. per acre.—Rock Milling & Eltr. Co.—Danville.—Crop conditions are poor thruout this part of Kansas, owing to lack of rain. Wheat and oats will be short.—J. E. Colopy, mgr. Aetna Mill & Eltr. Co.—Anthony.—Sumner and Harper counties will not have over 50 per cent of a crop of wheat, in fact 1-3 of the wheat has been plowed up. The grain is set there and it is not likely to be damaged by rust. The state will have 75 to 85 millions.—Colby.—Crop conditions still continue fine. Good showers every few days;

weather cool. Barley doing fine; corn growing slow. We look for the largest crops this year that we have ever had in Thomas county.—R. C. Maynes, agt. Midland Eltr. Co.—Hunnewell.—The prospect for a wheat crop in this locality is the worst that it has been for years. There was at least 25 per cent of it plowed up and put in corn and oats and I do not believe that there will be more than 50 per cent of what was left that will be harvested.—R. S. Hunter.—Ellsworth.—The grain acreage is 10 per cent less than last year; condition 70, 20 to 30 less than my Apr. reports. Straw will be short yield, probably not exceed on an average 12 bus. per acre. Some hail damage. Previous reports from all grain dealers of this county have been too favorable.—C. N. Bunds, agt. Midland Eltr. Co.—Downs.—The wheat acreage in this locality is about the same this year as last, which I think is a little below the average. Wheat that was put in on plowed ground is looking very good but has begun to show that it needs rain. Wheat on corn stalk ground is short, yellow and thin. We need rain now to save the wheat. There is considerable complaint among the farmers in regard to the condition of the wheat; do not believe we will raise over 75 per cent of a crop this year.—W. A. Nye.—Tyro.—The acreage of wheat was small compared with what has usually been sown; however, what there is is looking well and will make a good crop. The oat crop is looking fine and there is much more sown than usual and the crop should be extra this year as we were entirely out of seed and had to ship in the Red Rust Proof Texas oats for seed. The heavy rains of last year destroyed a great deal of there was not enough left for seed. The heavy rains have retarded the planting of corn and caused more corn to be planted with the lister than usual. The planting is all done and the conditions are favorable for a large crop.—E. A. Denny, mgr. Tyro Supply Co.

KENTUCKY.—Burgin.—The outlook for a wheat crop here is fine at this time.—J. H. Dickerson, Sr. of J. H. Dickerson & Co.—Bowling Green.—The wheat crop in southern Kentucky is very promising; while it is heading low it has good head and is free from insect and rust; nearly full acreage, double that of last year.—Bowling Green Milling Co.

MARYLAND.—Baltimore.—The recent rains have been sufficient to relieve any fear of drought at this time. Cool nights and mornings however have not been favorable for corn and grass, but wheat is heading out in excellent shape, and is now safe, except some unforeseen or very unusual condition should arise. It is likely that the weather will be reasonably warm hereafter and with ample moisture in the ground, and corn planting about complete, the situation is generally satisfactory.—B. M.

MICHIGAN.—Plainwell.—The wheat and rye are looking very good—better than for some years.—J. F. Easley Milling Co.—Pinckney.—Wheat, rye, oats and grass are all looking fine in this section. The acreage to wheat is larger than for the past 2 years; rye and oats about the same as usual.—Thomas Read.—Oxford.—Wheat never was so nice at this time of the year. Rye is looking fine. Timothy bids fair to be a nice crop. No grain coming in as there is no wheat or rye to come; nothing in farmers' hands; never were so bare as it is now. I have been here 25 years buying grain and never saw it cleaned up so close.—John Gardner.—Pittsford.—The acreage of oats is about the same as last year; last year's crop about all shipped out. Oats generally are looking well altho we have been having considerable wet weather. We have not had so good an outlook for a promising wheat crop, in southern Michigan, in a number of years as we have now. I can hardly remember when wheat looked so well. Corn planting is very backward on account of wet weather; very little, if any, planted and if not planted soon we will probably get a very light crop. Meadows are looking splendid.—T. J. Haybarker.

MINNESOTA.—Hendrum.—Wheat acreage about 10 per cent less than last year; flax 20 per cent more; corn 25 per cent more; oats 10 to 10 per cent damaged by excessive rains. Outlook fair. Season rather late.—A. M. Eckmann.—Stewart.—Crops in this locality are doing well, except in the low places which

are filled with water, because of too much rain. Wheat, oats and barley are in a good stand, but the weather is dry. No corn planted yet; ground too cold and wet.—E. T. Alguire, Holland.—The main crop in this locality this year is barley and oats, that is 1-3 barley, 1-3 oats and the other third about evenly divided between wheat, flax and corn. The grain is all in fine growing condition. Wheat corn which has, for the most part, just been planted. We have had an unusual amount of moisture and cold weather in this vicinity for the past 3 weeks. While the average crops are about 16 bus. per acre for wheat, 35 bus. for barley, 50 bus. for oats, 12 bus. for flax and 35 bus. for corn, I look for more than that this year, taking into consideration the existing conditions.—Gus. Boehmke, of Boehmke & Jacobsen.

MISSOURI.—Odesa.—Wheat is looking fine; not as large acreage sown as last year; but from all reports coming in there will be more wheat raised and better quality.—Hughesville.—Crops are looking well. Wheat is heading. Corn all planted; mostly up. Sufficient rains. Very large acreage of small grains. Prospect fine.—E. Hasenwinkle Co.—Cakgrove.—Winter wheat and oats are looking fine. More oats sown than usual but not quite the usual amount of wheat sown. Corn nearly all planted and coming up very well. The season has been unusually fine this spring for planting; ground in good condition. Grass and meadows good. Old wheat about all out of the country and corn is scarce. Most of the feeders are shipping in corn.—A. Shrock, of the Oakgrove Mills.

NEBRASKA.—Edgar.—Wheat is especially promising but corn will have to be replanted as much of it was washed out by recent heavy rains.—Harbine.—The crop prospects are very good. Wheat and oats looking well. Corn nearly all planted; weather cool for it to grow much.—J. S. Hole.—Hartington.—The small grain has a good start in this locality this year as it was dry until after the grain was all sown and we have since had plenty of rain.—J. H. Westcott, agt. Peavey Eltr. Co.—Elkorado.—Small grain is in excellent condition in this territory. Corn planting is well under way, but a little wet and cold for good germination of seed.—A. Z. Megure, agt. Trans-Mississippi Grain Co.—Fremont.—Crops in this part of the state are looking fine, such as oats and wheat. Corn planting is about half done and if weather permits, will be finished by May 25.—Peter Munch, agt. Omaha Eltr. Co.—Eustis.—Winter wheat looks very good. There is a large acreage sown. We have had plenty of rain this spring. Farmers are busy now planting corn of which there will also be a larger acreage planted. The prospect at present is for a large crop of all kinds of grain.—J. M. Sill, mgr. McCaughy Grain Co.—Foley.—The wheat is promising a good crop in our territory, but I hear that in adjoining districts there is reports of it dying out. The cause seems unknown to the farmer; it turns yellow and in a few days is dead, seeming to rot just at top of ground. Some fields are being plowed and planted to corn but in our immediate district I hear of no complaint. Acreage 20 per cent short of last year. Oats making a slow growth; acreage 15 per cent greater than last year. Corn planting is the order of the day with a lot of heavy rains make it slow.—J. A. Smith, agt. Nebraska Eltr. Co.—Lincoln.—The condition of winter wheat in fine and have heard no complaint about Hessian fly. Professor Bruner, of the State University, thinks the damage from that source may develop later. I have talked with a number of farmers and have visited my farms near here and if there are any insects of any kind they can not be seen at the present time. In Adams county wheat is reported in good condition. The weather for the past 30 days has been very unfavorable for spring work and corn planting. Farmers have delayed and a small portion will have to be replanted. Weather is clear and warmer today and think if it remains clear most of the corn will be planted by May 25. Considerable corn left in farmers' hands, some of which will be sold next week if prices keep strong; balance will be held over until the crop is assured. Movement of grain from June 1 to about Aug. 1. I think will be limited as farmers will be busy

cultivating corn, which, owing to the late spring will not be laid by before the 10th or middle of July, and then the small grain harvest will commence. Dealers have no supplies on hand and are selling as fast as they buy it. Hay and alfalfa crops should be large. The ground all over the state is thoroly soaked and with a reasonable amount of rain and hot winds during the summer sowing season, another record breaking crop of corn. Farmers are well fixed financially and the state is in a very prosperous condition.—Geo. W. Lowrey.

NEW YORK.—Buffalo.—The arrival of the late rain has given the state wheat crop just the start that it needs. Reports from all along the line are very favorable to a full crop.—J. C.

NORTH DAKOTA.—Spiritwood.—Numerous rains have put the ground in splendid shape for late seeding of wheat and other grains, also have helped earlier sowing of crops. Continued cool weather has acted as a backward tendency to the growth of the crop, but as the work is well advanced for the season, all that is needed is warm weather to bring everything forward to what would seem to be an unusually favorable year. The acreage of wheat is somewhat in excess of that sown in previous years. A number of farmers will sow small quantities of speltz, they having found this grain valuable as a feed for horses and fattening cattle and hogs. Acreage in flax will be about the same as last year.—R. E. Hull, secy. Farmers Eltr. Co.

OHIO.—Defiance.—Wheat and oats are looking good, but it is a little wet for corn.—D. E. Rhoads, mgr. Farmers Eltr. Co.—St. James.—Wheat promises a bumper crop; acreage largest for several years; yield promises better than 1903 when the average was about 23 bus. Oats look well but acreage not large. Corn about 1/4 planted; have had heavy rains for 10 days, interfering with farmers' work. Hay crop looks good at this writing.—J. M. Quay & Sons.—Toledo.—Heavy rains throughout the state, especially in the southern part, have wrought considerable damage to the forthcoming corn crop, in that fields, which had been planted, are being replanted. The rains in the northern part have delayed getting in the new corn crop.—H. D. Selden.—The condition of wheat and oats is fine; acreage of wheat about the same as last year; acreage of oats hardly as large as last year. Acreage for corn is larger than last year, but owing to the rains, the planting will be late. While a great deal of corn is already planted, the probability is a greater portion of it will have to be planted over. Taking the condition of the crops here as a whole, we would be safe in saying it is good for a good all around crop.—N. M. Jones.—Portsmouth.—Wheat in our locality never looked more promising, think an abundant crop is assured. Corn is nearly all planted by May 15; have had a slight acreage since covered by water, on the low lands, which will have to be reseeded. There is a larger acreage to go into corn in the Scioto valley this year than has ever been known before. Some wheat left in farmers' hands yet; also about 20 per cent of the crop of corn still remains unsold.—A. M. Frick, mgr. Portsmouth Cereal Co.—Sidney.—Winter wheat acreage probably 90 per cent of full former crop; none abandoned and all looking well; from 6 to 18 inches high, generally even and covering the ground; rank growth. Oats sown early and are looking well; prospect of a full crop and full acreage. Corn not more than 25 per cent planted and every day rains retard planting. If rains continue 10 days longer will endanger the corn crop; even now planting will be unusually late. From present conditions with no more rain corn can not be planted before May 20, and 25 per cent of the ground is not plowed and all of it must be cultivated before it will be fit to plant.—E. E. Nutt, pres. Sidney Grain & Milling Co.

OKLAHOMA.—Waurika.—The wheat prospect is good; damaged some by rust. Oats good but late. Corn doing well but late also. Harvest begins about June 10.—W. E. Conner.—Croppert.—Wheat had a good growth, but the high wind of the last few days has damaged it some. Old wheat about all marketed.—McFarland & Stauffer.

OREGON.—Corvallis.—Crops in the Willamette valley will be very prosper-

ous this season; fall wheat is now 15 to 24 inches high and an excellent color. Weather conditions could be no better. The spring sowing is also in a very healthy condition but will need some more moisture of which our state usually has an abundant supply. The grain markets have not been affected by the break in Chicago May wheat, as the old stock seems to find a ready market.—A. W. Fischer of the Corvallis Flour Mills.

SOUTH DAKOTA.—Sioux Falls.—Having an abundance of rain. Weather somewhat backward, but small grain progressing favorably. Farmers all ready for planting corn; some already planted.—W. A. Mills.—Springfield.—Wheat and oats are looking fine. There is a larger acreage of wheat this year than last. Farmers are getting their corn pretty well along; about 2-3 is already planted. Planting was hindered by heavy rains this spring. Weather warm now.—R. A. Maarsmgh, mgr. E. Colburn.

TEXAS.—Midlothian.—The crop prospects in this locality are very gloomy, as we will not make more than 1/2 crop of wheat at best. Oats look promising. Corn acreage about 1/2 the usual crop, and it looks very bad on account of being late; and, in fact, prospects are the worst this country has had in 10 years. Midlothian Grain & Lumber Co.—Mabrey.—Oats are looking well. Wheat is very good but some complaint of rust on account of wet weather. Corn late and in very bad condition, small, yellow and foul; some bottom land not yet planted. Many acres of both corn and cotton land will lay out, farmers not being able to get the land prepared on account of excessive rains. A. Osborne, of Osborne, Eubank & Co.—Valley Mills.—We have a good acreage of wheat; would think about 25 per cent more than last year. Have had entirely too much rain and some of the wheat is not filling as good as it should, but cannot tell just yet to what to expect as a yield but would guess from 12 to 18 bus. Some spring oats are looking good but the fall oats are not as good as they should be. If the weather stays favorable the harvest will start about June 1. Corn is late and badly in need of work.—H. B. Sears.—Eoches.—The coming season will be wet spring have cut down acreage from what it would have been; also killed a good many fall oats and wheat. From the best of my information and observation I estimate the increase in acreage at 10 per cent of wheat, 12 1/2 to 15 per cent of oats and 15 per cent corn. The condition of all grain is much better than on account of the rains. The entire crop is late. Just what would occur if we should have a favorable season from this on is hard to say; likely an average good crop could yet be made. No rust in this immediate section.—J. B. Vesey.

WASHINGTON.—Spokane.—From all over the Inland Empire come reports that the grain crop this year will be unusually large. A large amount of rain has fallen recently and the crop is assured. It is conceded by many old farmers that the coming season will be a banner one so far as bumper crop is concerned.—M. E. Quincy.—Specimens of fall wheat of the Jones-Fife variety, grown in this section of the country, have reached a growth of from 36 to 41 inches in height, being heavily stoolled. The stocks had heads that measured 3 1/2 inches long. The wheat is claimed to yield 30 bus. to the acre without another drop of rain.—M. E.

WISCONSIN.—Platteville.—All farmers agree that the present month's rain has been very beneficial for small grain, especially for grass and oats. Plenty of time for planting corn and with soil in such present good condition, promises good crop.—T. C. Hawley & Co.—Madison.—Acreages of crops in Wisconsin compared with last year show the following percentages: winter wheat, 92; spring wheat, 97; rye, 97; barley, 105; oats, 102; corn, 79; potatoes, 93. The conditions are close to 100 per cent.—John M. True, secy. Wis. State Board of Agri.—Chilton.—Seeding was completed about 2 weeks ago, all through our vicinity and prospects for a good crop have been better than at this time of the year, than they are at present. Have had showers enough to give the grain an elegant start.—F. J. Egerer, pres. Chilton Maltng Co.

Annual Meeting Grain Dealers Ass'n of Okla. and Ind. Tys.

A large number of regular grain dealers having responded to the subpoena sent out by the local committee, the annual meeting of the Grain Dealers Ass'n of Oklahoma and Indian Territories was called to order in Gillespie Hall, Enid, May 18, 10:45 a. m., by Pres. E. D. Humphrey, El Reno.

An address was delivered by Charles S. Clark, of Chicago.

Wm. Murphy, of Kansas City, told two of his always-clean stories in Swedish dialect and won laughter and applause.

J. G. Goodwin, Supt. of the Kansas City Board of Trade Weighing Dept., addressed the dealers on weights and proper cooping of cars, all of which is included in his paper read at the Iowa meeting and published elsewhere in this number.

F. W. Frasier, Wichita, delivered an address on the Past, Present and Future of the Country Grain Dealer, in which he cited the different conditions the dealer had to struggle with in his rise from the scoop shovel age to the day of the modern elctr.—from the 400 bus. to the 60-ton car.

Wm. Murphy told how he took Ed. Donahoe to buy a suit of clothes and cud find nothing but an umbrella to fit.

G. S. Carkener of Kansas City told how his fondest dreams had been realized, thanked the dealers for the reception and invited the Ass'n to hold a meeting in Kansas City.

J. Z. Keel of Gainesville, Pres. of the Texas Grain Dealers Ass'n, invited the dealers to meet with the Texas Ass'n in Ft. Worth June 6-7. Our organization is older than yours and we are very well pleased with the results. Avariciousness in the grain buyer will cause discontent and dissatisfaction among the growers.

Arbitration is one of the most successful features of our Assn. We have a special Arbitration Comite of three which meets once in three months to adjust differences, and it performs its work to the satisfaction of all.

Something has been said about grain going to Kansas City. Now let me tell you that the grain of the future is going south. If you Kansas City boys want to do business come to Ft. Worth and Galveston.

I have nothing to say about Kansas City weights and grades in, but I can not recommend their out weights and grades.

We have fought the politicians and prevented them getting control of the weighing and grading of grain in Texas.

We have induced the different states of the Southeast to lift their quarantine restrictions against our grain and thereby broadened the market for Texas grain and advanced the interest of the growers thereby.

Adjourned for dinner.

AFTERNOON SESSION.

The afternoon session was called to order at 2:30 by Pres. Humphrey, who asked for the reading of the minutes of the preceding meeting.

Secy. C. F. Prouty read the minutes, which were approved.

Secy. Prouty presented the following report:

SECRETARY'S REPORT.

We meet to-day for the eighth time in the history of our organization under conditions most favorable and with present prospects very bright.

During the past year there have been a great many changes in our membership, caused in many instances by the shortage of crops and the consolidation of small elevators under one management. Though we have lost in this way some members from the Ass'n, we have been able to replace them by new ones until our membership to-day equals that of last year.

We have just passed through one of the most trying years in our history, brought about not only by the shortage of crops, but by conditions with which you are all familiar and by an ineffectual attempt to at least cripple the Ass'n.

Your Secretary has done all in his power to counteract these unfavorable conditions, and in this he has had the valuable assistance of our worthy President and Board of Directors, who have ever been ready to help and advise in matters pertaining to the Ass'n, and I am more than pleased to report that the Ass'n is as strong and in as healthy condition as it has ever been.

At the beginning of this last year we had 157 members after weeding out from the number reported at the last meeting, nine suspended for the non-payment of dues and eighteen lost by consolidation and retirement from business.

District meetings have been held during the year as follows: Three at Ponca City and one at Pawnee. These meetings as a whole were not as well attended as they might have been on account of the heavy rains occurring at that time. However, great good resulted from these meetings, and I think it would be of great benefit to the Ass'n if dates could be arranged at this time for at least four district meetings to be held in different portions of the Territory the coming year.

One of the difficulties with which I have met this last year has been the hesitancy of many of our members to allow their differences to come before our Board of Arbitration. A goodly number of these cases have been left to me to settle, while others at my sugges-

The Invitation.

SUBPOENA.

Grain Dealers of
Enid, Okla.

ss.

Enid vs. The World.

In the name of the Grain Dealers of Oklahoma, you are hereby summoned to be and appear before them, in the city of Enid, Garfield County, Oklahoma Territory, on the eighteenth of May, A. D. 1905, at the opera house, in the aforesaid city, at 8:00 p. m., to testify in an action wherein the Grain Dealers of Enid, Oklahoma, are plaintiffs, and the Rest of the World, defendants.

Whereof Fall not, at your peril.

COMMITTEE.

Chief Prosecutors:

Wild Man Randels.

Can't Win Goltry.

Jump Around Run-About Bailey.

The Right Reverend Hot Air Dispenser G. S. of O. C., will act as toastmaster, and will be assisted by Archbishop Nobody, from Nowhere. Cardinal Much-Need-of-a-Drink, from Kansas, and many other noted personages.

Swede' Murphy, of Kansas City, has promised to be present and will give us his "latest."

Yours for Thursday, May 18th.

L. W. LYONS,

J. H. SHAW

A. E. STEPHENSON,

Committee.

tion have been adjusted by private arbitration, thus making it unnecessary to call the regular Board together. Along these lines your Secretary begs leave to make the following suggestions: As our Board of Arbitration consists of the entire Board of Directors the expense to the Ass'n of bringing these members together in order to try perhaps two or three cases would far exceed the fees received. I would recommend that the Arbitration Board consist of three members who shall be elected or appointed as the Ass'n may see fit, and that they be given the power so that where your Secretary is unable to settle satisfactorily cases filed with him for collection, he can consult with said Board and at their advice insist upon immediate settlement, arbitration or suspension.

Though we have met with some discouragements yet the year closes well with the Ass'n in good condition financially and as strong numerically as at the close of last year.

I thank the members as a whole for the hearty support they have given to all efforts to build up the Ass'n, and would urge them to stand together, for the harvest bids fair to be a generous one, and with garners heaped and meas-



Some of the Dealers Visited the Band Stand.

ures pressed down and running over, we will forget the difficulties of the year that is gone.

TREASURER'S REPORT.

From May 1st, 1904, to May 1st, 1905.
Total receipts from all sources. \$2,361.50
Expenditures—
Traveling expenses \$ 539.55
Phones and Telegrams 117.90
Postage 70.75
Printing 81.50
National Dues 75.00
Salary 1,200.00
Clerk Hire 480.00

Total Expenses \$2,564.50
Cash balance on hand \$297.00
Due Ass'n from members for dues. \$80.00

Geo. A. Masters of Perry was nominated for Presidency and elected by acclamation.

O. W. Hutchinson of Billings was elected by acclamation.

C. F. Prouty of Kingfisher was re-elected Secy-Treas. to succeed himself.

J. C. Robb: Having moved from the state resigned his position as representative of the Oklahoma Ass'n on the Board of Directors of the Nat'l Ass'n.

Mr. Robb explained the factional disturbances within the Nat'l Assn. No action taken.

Secy. Prouty read recommendations for the amendment of the by-laws from the Board of Directors regarding the appointment of an Arbitration Comite as follows:

RECOMMENDATION OF DIRECTORS.
Resolved that Section 4 of Article 5 of the by-laws, be, and the same is hereby repealed, and the following section be enacted in lieu thereof:

Sec. 4. An Arbitration Committee consisting of three members of the Ass'n, not members of the Board of Directors, shall be elected by the Ass'n at each annual meeting, to hold their office for the term of one year, and until their successors are elected.

This Board shall make a thorough investigation of all complaints referred to them by the Secretary or President of the Board of Directors, and their action on such complaints shall be final.

Parties making complaints to the Secretary of the Board of Directors shall deposit Ten Dollars (\$10.00) with said Secretary to pay expenses, and if the other wishes to meet the charges, shall deposit Ten Dollars (\$10.00.) The party losing the case shall pay all expenses of the hearing, and the other party be refunded for \$10.00.

This Arbitration Board shall meet at least twice a year, if there is any business requiring their attention, and at such times and places as the Secretary may designate.

That Section 3 of Article 5 be amended by striking out the words "Board of Directors" and inserting "Arbitration Committee."



Texas Was Well Represented.

The recommendations were adopted.

The following were elected to constitute the Arbitration Comite: C. F. Babcock of Stillwater; J. H. Shaw, Enid; and W. M. Grant, Oklahoma City. Upon motion the Pres. appointed a Nominating Comite as follows: Geo. Sohlberg, Oklahoma City; W. T. Haines, Kingfisher; C. W. Goltry, Enid.

Chairman Sohlberg of the Comite reported the following: J. S. Hutchins, Ponca City, O. T.; W. M. Randels, Enid, O. T.; Geo. A. Harbough, Alva, O. T.; A. S. Conley, Oklahoma City, O. T.; G. M. Mell, Elgin, O. T.; C. M. Jackman, El Reno, O. T.

Their report was approved and the nominees elected.

W. M. Grant read the following insurance report:

REPORT OF INSURANCE COMITE.

Your comite to whom was referred the question of insurance on the basis of the plan submitted by Mr. Van Ness, beg leave to report that we think some plan of insurance should be adopted by the millers and grain dealers of Oklahoma that will give them security with lowest minimum of cost, but with the information at our disposal we are not prepared to say that we would adopt

this plan. We therefore recommend that a comite of 3 be appointed by the chairman of this ass'n to investigate and report upon the best plan to adopt on the subject.

WHIT. M. GRANT,
E. D. HUMPHREY,
D. MCKINSTRY,
Committee.

The committee's recommendation was adopted.

W. H. Coyle of Guthrie asked, Who is eligible to membership? and raised the point that brokers who sought to go around the operator of the regular eltrs. and buying direct from the farmers shud not be encouraged or admitted to membership.

J. H. Shaw moved that the Secy. employ a check inspector at Ft. Worth.

D. H. Drennan amended to have the Board of Directors join in the selection of the man.

Amendment carried.

Crop reports were called for and showed conditions ranging from 50 to 90 per cent in different sections.

W. M. Grant invited the dealers to meet in Oklahoma City next year and the invitation was accepted.

Adjourned.



The Local Committee Before and After the Dealers Arrived.

THE BANQUET.

When it came to the banquet the local comite did itself proud, and a spirit of good fellowship prevailed that could not have been attained even with the expenditure of a fortune.

At 8:30 about 200 dealers marched into the Opera House, to the inspiring strains of a string orchestra, where five long tables had been covered with flowers and toothsome viands.

The local dealers donned white aprons and added coffee and ice cream to the bountiful portion each was required to dispose of.

J. C. Robb, of Wichita, was selected to serve as "Toast Boss," and he acquitted himself with his usual cleverness.

After the Mayor of Enid had convinced all his auditors that the town was theirs, Col. Edwards, of Medford, responded.

Then followed short addresses by a number of dealers, interspersed here and there with "One more Murphy."

Mr. Keel, Pres. of the Texas Assn., convinced all his hearers that Texas was ahead of the rest of the world and induced each to make a silent promise to attend the annual meeting of the Texas

Mr. Lonsdale told his hearers that he had spent so much time in the preparation of his address he had really forgotten what it was about.

Frank Kell gave a very interesting talk on railroad rates and impressed all with the necessity of the Interstate Commerce Commission being empowered to revise unreasonable freight rates.

Most of the toasts were short, and few of the dealers were ready to quit when the banquet adjourned and the tables, still heavily loaded, were deserted.

Every one was delighted by the cordial treatment tendered by the local dealers and soon forgot the inconveniences resulting from deficient hotel accommodations.

ENID ECHOES.

St. Louis was represented by H. H. Langenberg and R. K. McCord of Dan'l P. Byrne & Co.

Kansas was represented as follows: C. E. French, Topeka; C. H. Scaring, Arkansas City; E. E. Roahen and J. C. Robb, Wichita.

The bones are at rest and the boys are saving their change to fill one of Wm. Murphy's novel coin purses.

Seven and a half was also there and beat the boys to a finish.

Every dealer brot a crop report with him. Mr. Keel left the army worms at home.

The ride in the tallyho was declared bewildering by those willing to admit the treat.

The railroad men turned out in force. Among those in attendance were the following: W. G. Basinger, L. V.; J. R. Chisman, N. C. & St. L.; J. C. Finch, M. K. & T.

Burns, from Kansas City, who ate his badge, has recovered and is ready for another convention.

Funk & Wilson gave some of the visitors a whirl behind an Olds Engine and supplied cigars to burn after the banquet.

The Elks very generously opened their commodious quarters to the use of all visitors.

Mr. Hoose, of the Southwestern Eltr. Co., gave away souvenirs in the form of celluloid letter openers and weather maps.

The following machinery men were in attendance: W. J. Baker; J. C. Bowles;

Astley Cooper, Borden & Selleck Co.; M. M. Egan; Stuart Hare; F. J. Murphy, K. C. Mfg. & Supply Co.; Alex. Harrison; E. A. Ordway, Invincible Grain Cleaner Co.; J. R. Ritchey; Gus Taliaferro; Hector J. Tepper, Richardson Scale Co.

The following Texas dealers were in attendance: R. M. Kelso, E. R. Kolp and D. C. Kolp, Jr., G. C. Mountcastle, Mr. Mugg, T. G. Moore, E. G. Rall, S. H. Ransom and J. Updike, Ft. Worth; H. H. Haines and J. Z. Keel, Gainesville; J. C. Hunt, J. G. Jones and Frank Kell, Wichita Falls.

Kansas City nearly captured the meeting, being represented by H. Bird; W. H. Burns; D. W. C. Bower; C. W. Donaldson; G. S. Carkener and E. M. Elkin; Goffe & Carkener; B. C. Christopher; D. L. Croysdale; L. A. Fuller, Thresher & Fuller; J. G. Goodwin, Chief Weighmaster; S. P. Hinds; W. A. Hinchman; O. D. Hollis, A. C. Davis & Co.; W. R. Houston; F. C. Hoose, Southwestern Elev. Co.; E. M. Jolly, J. Rosenbaum Grain Co.; F. L. Logan; Tom Logan; C. W. Lonsdale; Wm. Murphy; J. A. McLiney; W. F. McCullough; R. B. Miller; Geo. A. Roberts, Ernst-Davis Grain Co.; B. F. Smith, J. T. Snodgrass and C. J. Warrick.

The following Oklahoma dealers were in attendance: C. F. Babcock, Stillwater; E. Brown, Okeene; H. M. Brewer, Medford; D. M. Carey, Drummond; W. F. Clemons, Marshall; G. M. Cassity, Tonkawa; J. R. Chisman, Okla. City; H. W. Cole, Elgin; R. H. Conyers, Okla. City; E. J. Coyle, Perry; C. H. Cox, Carmen; J. J. Donahue, Mulhall; D. W. Drennan, Okla. City; R. H. Drennan and F. C. Dymock, Okla. City; A. M. Edwards, Medford; C. B. Franke, Pond Creek; B. U. Fequay, Tonkawa; Jos. Fyala, Thomas; Ed. Gagnebin, Carmen; W. E. Gilpin, Billings; C. W. Goltz, Enid; C. W. Goodwin, Clinton; W. E. Gorton, Pawnee; W. S. Grubs, Enid; W. M. Grant, Okla. City; A. T. Haines, Kingfisher; G. A. Harbough, Alva; E. Heyde, Tonkawa; L. R. Henkle, Fairview; T. Howard, Lucien; Wm. Hossack, Independence; Buran House, Okla. City; F. C. Hulen, Tonkawa; W. A. Humphrey, Guthrie; E. D. Humphrey, El Reno; F. E. Humphreys, Lawton; J. S. Hutchins, Ponca City; O. W. Hutchinson, Billings; H. W. Hutchinson, Cleo; W. B. Johnston, Enid; J. R. Lankard, Kingfisher; E. H. Linzee, Hobart; G. A. Lyman, El Reno; L. W. Lyons, Enid; M. C. McCafferty, Gerber; J. E. McCristy, Enid; C. E. McFarland, Blackwell; E. J. Miller and Geo. A. Masters, Perry; E. M. Moss, Medford; P. J. Mullin, Okla. City; H. B. Pierce, Agra; W. M. Randels and J. H. Shaw, Enid; H. Stauffacher, Blackwell; J. F. Spangler and H. L. Spangler, Cherokee; C. H. Stevens, Cashion; A. E. Stephenson, Enid; J. T. Stout, Deer Creek; D. K. Sterrett, Hunter; E. E. Swin, Hennessey; C. V. Topping, Okla. City; F. A. Wheeler, Weatherford; D. M. Williams, Guthrie.

If for a while to come cash wheat continues to advance, our course is clear. It will demonstrate no reserves and will be followed by high prices; and if they prevail for two weeks or more, we will see all that occurred last year repeated this year. High prices will be the only way out for sellers. This is a time to do watching and thinking, and the end will well repay both.—E. W. Wagner.

Dea'h of Philipp Dietz.

In the death of Philipp Dietz on May 6 the grain trade of Iowa has lost one of its most useful members, and one whose place will be hard to fill. He was stricken with heart paralysis at midnight and died at 3:45 a. m. He had been in apparent good health and was attending to business as usual.

Mr. Dietz was born in Germany, Jan. 10, 1837; he came to America in 1853, and 2 years later to Scott county, Iowa, where he has resided ever since. In 1872 Mr. Dietz associated himself with Alex. Stockdale and John Stockdale. The firm became known as Stockdale &



Philipp Dietz, deceased.

Dietz, and built up a very successful grain business, making a specialty of barley. After the death of Alex. Stockdale 2 years ago the firm was incorporated as the Stockdale & Dietz Co., with Mr. Dietz as president. In the St. Louis market, to which Mr. Dietz made many shipments for more than 30 years, he was very well known to the grain receivers, who always found it a pleasure to do business with him.

At the time of his death Mr. Dietz was mayor of Walcott, Ia., president of the Walcott Savings Bank and vice-president of the Lake Park Grain & Lumber Co. He was largely interested in business at Harlan and Manning, Ia., and was an extensive landholder in Iowa, the Dakotas and Minnesota.

Ever since the organization of the Iowa Grain Dealers Assn. Mr. Dietz has been a director, to the great advantage of the trade, as he always took a great interest in the welfare of the Assn. and was eminently fair-minded in considering questions of policy, and farseeing as a business man. Mr. Dietz found time to serve the state as a representative for two terms late in the 80's.

One son, Ferd. Dietz, of Colfax, N. D., and a daughter, Mrs. Jos. Beh, of Harlan, survive him. His wife died 4 years ago.

Hay imports for the 9 months prior to Apr. 1 amounted to 38,657 tons; compared with 84,367 tons for the corresponding months of the preceding season.

Hay exports for the 9 months were 48,968 tons; compared with 48,241 tons for the same months of the preceding season, as reported by O. P. Austin, chief of the bureau of statistics.

Suggestions for Prospective Improvers.

BY H. R. HARMSWORTH.

This is the time of year when grain dealers begin to think of overhauling their el't's and making such additions, improvements and repairs as will put them in line to make more money on the next crop. To such the word of wisdom is, "Proceed carefully and with due sense of what your business needs. First find out how much you can afford to invest; then make your funds go as far as possible."

By this is not meant looking for bargains or buying machinery because it is cheap, but making selections judiciously. Many a dealer has found himself saddled with a lot of costly apparatus ill-suited to his wants, while another just farther down the tracks may spend the season patching up inferior machines. The latter has probably most cause for complaint, for so-called "cheap" machinery is dear at any price, the difference in first cost being quickly lost through breakdowns and waste of time, often coupled with very poor work; but neither deserves much sympathy.

The best plan is to write to a few supply houses, known either by reputation and successful installations or through attractive advertisements, and ask for quotations on the machinery that you require. This is important. Be just as explicit as you can. Following is an excellent set of rules laid down some years ago by a celebrated foreign architect and engineer:

1. State the exact range of work you wish to perform and the amount of it in an hour, a day or the period customarily used in your business in measuring capacity of machines.
2. If you know the type and size of the machine that you believe will suit your needs, state them.
3. If there is anything special in the nature of the material to be worked, state it or send a sample.
4. State how your machinery is driven, whether from above or below, and

give speed of shafting from which you propose to drive.

5. Should there be any difficulty as regards foundations, pits, etc., from water or other causes, name it.

6. In the case of ordering renewals or repairs, send the old parts, if possible; if not, an exact sketch of what is needed.

These rules are not of the same relative importance, as applied to the grain business, but they are all suggestive of many omissions which are commonly made in ordering machinery or asking for price quotations. The fourth rule is very seldom thought of.

If economy compels you to buy second-hand machinery, or it may seem otherwise desirable to do so, it will be well to have it examined by someone who is thoroughly competent before the purchase is made; otherwise you may have to pay quite or nearly as much more to have it overhauled and put in good working order. This is especially true of apparatus which is apt to get "out of gear" at frequent intervals, even when carefully tended. It may be fixed to run all right when you inspect it and afterwards develop the cussedness of a bucking horse. Often, too, when machines are taken down and set up again in another place, it proves impossible to get the parts in true once more without re-boring the bearings.

On a par with the judicious ordering of machinery is its proper installation and suitable arrangement in relation to the power. It may be taken as a general rule that the larger apparatus, requiring the greatest motive force, should be placed nearest to the source of power and the lighter ones farther away. Running machines or countershafts at short centers should by all means be avoided as much as possible, as a considerable amount of power is lost from the slip of the belt. The bearings and the belts themselves also deteriorate much more rapidly and efficient lubrication is more difficult.

In starting new machinery the bearings will often be found, at first, to heat, as a result of the unequal contraction and expansion of the different metals of which they are composed, and this usually

alarms dealers who have not been long in the business, but there is no occasion for fear. If, however, this condition continues after careful lubrication, it is best to call in the services of someone in the vicinity who understands machinery. A little filing of the bearings is all that is necessary, but an amateur will botch the job and perhaps ruin them.

Exports of Oil Cake.

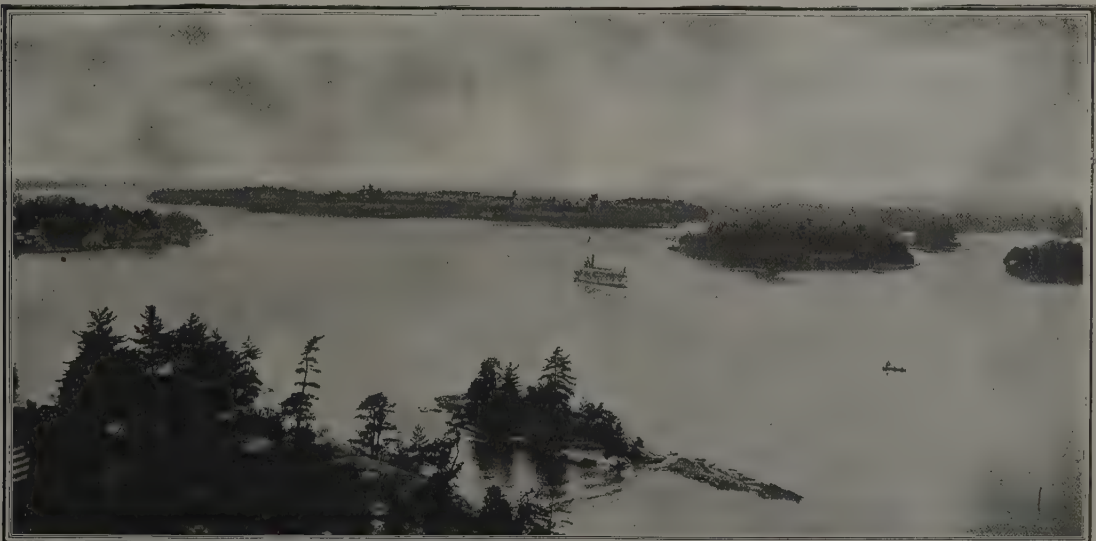
Exports of oil cake during the 9 months prior to Apr. 1 were 17,115,041 pounds of corn oil cake and 498,242,857 pounds of linseed oil cake; compared with 11,678,769 pounds of corn oil cake and 552,764,174 pounds of linseed oil cake for the corresponding months of 1903-4.

Exports of corn oil during the 9 months were 2,141,645 gallons; compared with 2,691,175 gallons during the corresponding months of the preceding season, as reported by O. P. Austin, chief of the bureau of statistics. Exports of linseed oil are, and have always been, insignificant.

Drying Improves Barley.

Barley improves in germinating quality by storage and rehandling. Scientists have learned that the improvement is due solely to drying; and can be effected in a very much shorter time by drying at medium temperature; much as whisky now is aged by storage in steam heated warehouses.

Tests made in a German brewery on a large scale showed that barleys after drying and subsequent storage for three years, retained their germinating quality almost completely. The grain was heated from 28 to 60 degrees C. for two or three days. In one case the water contained decreased from 14.8 per cent to 6.1 per cent. In order not to injure the germinating vitality the drying should not be forced more rapidly than the removal of 5 per cent in 1 or 2 hours.



The Islands above Niagara Falls. Grain Dealers Nat'l Assn. Meeting, June 2-3.

Grain Trade News

ARKANSAS.

Ft. Smith, Ark.—A cornmeal mill, eltr. and warehouse is being erected for the Western Grain Co., by P. H. Pelkey. Weller machinery is being used.

The new Arkansas law requiring the weight to be stamped on packages has gone into effect. The law provides that it shall be unlawful to offer to sell any grain, chops, bran, fertilizer, meal or flour in sacks, barrels or other packages unless the true weight of such grain, etc., be stamped or marked upon the sacks, barrels or packages. The penalty is a fine of not more than \$20.

CALIFORNIA.

Imperial, Cal.—The Imperial Grain & Milling Co. incorporated. \$50,000 capital stock, with R. E. Toomey and H. E. Peck as 2 of the directors.

Riverside, Cal.—The Colton Grain & Milling Co. will build a 80x180 ft. warehouse, to be completed in time for the new crop. Mr. Gates is mgr.

San Francisco, Cal.—James Edwards, barley expert for R. Liebmann Co., of London, has arrived at San Francisco and will operate during the season with Parrott & Co.

CANADA.

Hitchcock, Assa.—A good opening for a grain eltr. is reported at this point.

Winnipeg, Man.—Amendments to the grain act will be presented to Parliament permitting the grain standards board to delegate its power to select commercial samples of grain grades. Hay inspection also will be provided for.

Boissevain, Man.—The Turtle Mountain Milling Co., Ltd., incorporated. \$100,000 capital stock, to do a general flour milling business. Incorporators, R. G. Willis, A. J. Cameron, I. J. Millage, J. T. Elliott, and others. A mill will be built.

Boharm, Assa.—The Boharm Eltr. & Trading Co. will build a 50,000-bu. eltr., consisting of about 20 bins, 2 of which are for shippers. A 1,500-bu. cleaner and 20-h. p. gasoline engine will be installed. The eltr. is to be completed by Aug. 15. John A. Sheppard, of Moose Jaw, is secy.

Winnipeg, Man.—Wm. Bettingen and Wm. C. Leistikow, of Fargo, N. D., have organized the firm of Wm. Bettingen & Co. and will do a general grain commission business, giving special attention to futures, of which E. James, formerly with McHugh, Christensen & Co., will have charge.

Toronto, Ont.—The Dominion Millers Assn. has appointed J. D. Flavell, of Lindsay, and Geo. E. Goldie, of Ayr, a committee to assist C. W. Band, C. B. Watts, Hedley Shaw and D. Plewes of the Board of Trade, in an endeavor to have the proposed regulations regarding the surrender of bills of lading for grain to be loaded out of eltrs. rescinded by the railroads.

Eden, Man.—V. O. Herman, who was sentenced last year to 7 months imprison-

ment for embezzling from the Canada Eltr. Co., for which he was agent at this point, has been sentenced to 6 months more imprisonment, to date from Apr. 22. The company found further defalcations and issued the charge, which was heard May 16 before Judge Ryan at Portage la Prairie. The latest sum involved is \$700.

CHICAGO.

Hard winter is being delivered on May wheat contracts.

Memberships in the Board of Trade are selling at \$3.025.

Burt Marx will be traveling representative of Sam Finney.

The room committee has frowned on women in the gallery.

Geo. H. Smith has become a member of the R. F. Morrow Commission Co.

Louis Daube, at one time in the grain commission business, died May 18, aged 77 years.

J. H. Wrenn & Co. delivered \$30,000 bus. corn May 23 to Bartlett, Frazier & Carrington in one lot.

Walter Comstock has been succeeded on the insolvency committee of the Board of Trade by Jas. Crighton.

B. L. Coon of Des Moines, Ia., has succeeded E. M. Ashley as Supt. of South Chicago Eltrs. D, C and Annex.

Harold M. Nichols, recently with Pringle, Fitch & Rankin, has applied for membership on the Board of Trade.

J. W. Booth will represent Thos. Bennett & Co. in the corn pit, where he has been a trader for a number of years.

A. G. McCampbell of Louisville, Ky., who was suspended for bucket-shopping, has been expelled from the Board of Trade.

W. J. Thompson & Co. have removed to offices in the Commerce building from their quarters in the Board of Trade building.

The directors of the Board of Trade have requested all the exchanges in the country to join in the fight against the bucket-shops.

The C. & E. I. R. R., which formerly gave junction points a 1c differential, has equalized the rates on grain originating in Illinois via Chicago.

The Lippert Co. incorporated, \$1,000 capital stock, to deal in farm produce. Incorporators, Jos. J. Lippert, John A. Costello and Walter Ehlers.

The Northwestern Hay & Grain Co. incorporated, \$15,000 capital stock, to deal in grain and flour. Incorporators, J. H. Rankin, A. Felsenthal and F. B. Hopkins.

If the U. S. Supreme Court decision had come only a few days sooner it might have helped the Board of Trade to get its bucket-shop bill thru the Illinois legislature.

A second petition to declare the South Chicago Eltr. C irregular was denied

May 23 by the directors of the Board of Trade. The glucose company at Waukegan is now accepting shipments from that eltr.

Winter shelled corn shipped out of the South Chicago Eltr. C has been refused by the glucose works at Waukegan, whose protest that the corn was not No. 2 was sustained by the state appeals committee.

The May corn option has been indulging in pyrotechnics. The rise to 59 cents started shorts on the run. The bulls are taking full advantage of their last opportunity to run a "squeeze" under the old rule limiting the delivery to No. 2 corn, which is such a rare article that country shippers keep it in the office safe.

New style corn futures are selling at a discount of 1/8 to 1/4 under old style. Trading in new style began May 9, but No. 3 corn can be delivered under the new rule until July 1. All May sales and all July, Sept. and Dec. contracts made before May 9 will have to be filled with the grades that were contract under the old rule. Under the new rule the corn quotations made in the pit will be a safer guide for the buyers in the country to follow, tho, of course, the inspection dept. is not any too liberal in grading No. 3. Corn has to be very good to grade No. 3.

The talk that McHie, Christie and Odell were to organize an opposition grain exchange is a newspaper fake. All such schemes have been failures. The Coe Commission Co. tried it at Minneapolis and when Manager Hammond saw it was a failure tried it on the Pacific Coast, but the project died on his hands. Geo. T. Sullivan and other bucket-shoppers tried it by getting control for a brief time of the Open Board, but were thrown out. Wm. R. Hennig, whose Consolidated Exchange at one time assumed threatening proportions, also failed, and he went to prison.

John Keller, J. P. McKenzie and W. G. Husband have organized the firm of Keller, McKenzie & Co. and will do a cash grain business. Mr. Keller has been with the American Cereal Co. for 25 years. Mr. McKenzie has recently been shipping on his own account, but was formerly with the Great Western and American Cereal Companies. Mr. Husband was formerly with Pratt & Buckley, but has lately been in business for himself. Mr. McKenzie and Mr. Husband will attend to the shipping department and Mr. Keller will take care of the pit trade and the receiving. The firm will apply for membership in the clearing house.

COLORADO.

Lafayette, Colo.—The Lafayette-Louisville Milling & Grain Co. incorporated. \$50,000 capital stock. Incorporators, W. A. Burke, E. L. Milmer and H. R. Burns.

Colorado Springs, Colo.—The Bowers, Keiser Grain Co. has been organized to do a wholesale business in grain, hay, flour and mill stuffs. E. D. Bowers, formerly of Holton, Kan., is a member of the firm.

Wellington, Colo.—S. C. Blystone, formerly a grain buyer at Miller, Neb., has taken charge of the grain business for the Corbin-Black Lumber & Grain Co. The company has only 1 eltr. at present, but intends building 3 more this year.

ILLINOIS.

Homer, Ill.—Jas M. Current is building a 20,000-bu. crib.

Bardolph, Ill.—S. Hendee will rebuild and remodel his eltr.

Cerro Gordo, Ill.—The Shellbarger Eltr. Co. is repairing its eltr.

Bates, Ill.—M. F. Murphy & Co. have installed Constant's Patent Chain Feeder in their eltr.

Buckingham, Ill.—The eltr. recently purchased by W. M. Christie has been sold by him to Inkster Bros.

Boody, Ill.—The Boody Eltr. Co. will build an eltr. on the site of the present dump, which will be torn down.

Walnut Grove, Ill.—O. P. McDonald, of Adair, will build a 15,000-bu. eltr. The Younglove & Boggess Co. has the contract.

Dana, Ill.—Both eltrs. here were struck by lightning during the heavy storm of May 9, but not much damage was done to either.

Waukegan, Ill.—It is rumored that a grain eltr. will be erected on one of the slips being excavated by the Elgin, Joliet & Eastern R. R.

Rock Falls, Ill.—Fred E. Davison has purchased from Chas. Hansen the eltr. which is operated by Davison & Sprinkel. The plant will be improved.

Dana, Ill.—O. B. Wheeler and R. A. Ensign, who recently purchased the eltr. of O. M. Kelley, will operate it under the firm name of R. A. Ensign & Co.

Parnell, Ill.—Part of the roof was blown off the eltr. of J. E. Hawthorne during the heavy wind storm of May 11. No grain was in the damaged part of the house.

Lena, Ill.—The B. P. Hill Grain Co., of Freeport, will handle coal in addition to its grain and feed business at this point. Its eltr. has capacity for 12,000 bus. O. J. Wilsey is agt.

Sidney, Ill.—J. Bert Porterfield has purchased the interest of his brother, Emmett Porterfield, in the business of Porterfield Bros. and will continue the business alone. Emmett Porterfield will move to Excelsior Springs, Mo.

Baylis, Ill.—The eltr. owned by W. McMahon, of Griggsville, has been torn down and the lumber shipped to Griggsville. Wheat is not raised in this locality to any extent now and the eltr. is not needed. It was built about 1878.

Lincoln, Ill.—J. E. Miller has won the suit brought against him by the Strater Bros. Grain Co., of Louisville, Ky., to recover \$79, balance of a shipment of corn. Miller sold 5,000 bus. No. 3 corn to a Decatur firm, who resold to the Strater Bros.

The annual meeting of the Illinois Grain Dealers Assn. will continue only 1 day, June 13, at Decatur, Ill. The election of the secy. has been eliminated from the business to come before the convention, in favor of an interesting and instructive program.

Litchfield, Ill.—Nobbe Bros., whose headquarters are at Farmersville, have begun work on a 10,000-bu. eltr. to be equipped with machinery furnished by the Union Iron Works, including a No. 2 Western Sheller and No. 2 Western Shaker Cleaner. The plant will be situated between the Wabash and C. B. & Q., with access to the Big Four and I. C., and will be arranged for receiving small grain or ear corn in cars or doing trans-

fer work. The machinery will be driven by a 25-h. p. steam engine. The business at Litchfield will be conducted under the name Nobbe Grain Co., with J. B. Easley as mgr.

Springfield, Ill.—Before the Illinois fliriting by men on 'change with pretty Railroad & Warehouse Commission May 16 H. C. Barlow of the Chicago Shippers Assn. testified that the rates to various cities in Illinois were higher than the rates from cities at a greater distance, such as Detroit, Indianapolis and Cincinnati. The hearing on the reduction of rates was adjourned until June 12.

San Jose, Ill.—The eltr. of J. F. Fryer was twisted badly out of shape and off its foundation and damaged to the amount of several hundred dollars during the heavy wind storm of May 11. He had taken out a tornado insurance in the morning and the claim for damages was received before the policy had received the O. K. of the insurance agent, but Mr. Freyer will receive the full amount. The tracks of the T. P. & W. were washed away for ½ a mile.

Pierson Station, Ill.—J. T. Samans will build a 40,000-bu. eltr. to replace the house burned Apr. 24. The \$8,000 insurance carried was paid in full. The new house will be cribbed, 36x36x45 ft., with 2 ear corn dumps and a shelled grain dump. It will have a concrete foundation and galvanized steel roof and will be operated by steam power. A brick engine house will be built.

Shirley, Ill.—J. L. Douglass, who for many years has been the regular grain dealer at Shirley, has taken a novel method to keep himself informed of the proceedings of the Farmers Grain & Coal Co., which was organized last year to build an eltr. on the C. & A. road to compete with him. A share of stock which the farmers company had issued to J. S. Ewing on May 15, 1904, was bought by Mr. Douglass June 15. On two occasions in January Mr. Douglass presented the share of stock to the officers and asked them to issue a new certificate in his own name. They refused; and Mr. Douglass now has brot suit in the circuit court against the company, Guy Karr, pres., and C. F. Quinn, secy., for an order of court compelling them to place his name on the books as a stockholder. As a stockholder Mr. Douglass is privileged to attend meetings, and to object to unbusinesslike methods.

INDIANA.

Vincennes, Ind.—J. & S. Emison are building a large storage room to be used for corn.

Lincoln, Ind.—A. P. Watkins has had a Constant Patent Chain Feeder installed by N. A. Grabill.

Walnut, Ind.—B. Nofstger, of Rochester, has put in a feed mill in his eltr. to grind for farmers.

Powers, Ind.—Hufangle & Miller have equipped their eltr. with Constant's Patent Chain Feeder.

Waterloo, Ind.—D. L. Leas expects to have his eltr. completed and equipped ready for use by July 1.

Fort Wayne, Ind.—The Northwestern Ohio Grain Dealers Assn. held its regular monthly meeting at the Randall Hotel, May 11.

Losantville, Ind.—J. F. Seagrave has purchased an interest in the Losantville

eltr. operated by I. F. Beeson and the business will be continued under the firm name of Beeson & Seagrave.

Lebanon, Ind.—J. W. Witt will equip his eltr. with Constant's Patent Chain Feeders, Self-locking Rail Dumps and Water-tight Eltr. Boots.

Shadeland, Ind.—The Shadeland Grain Co. is building an eltr. A Constant Patent Feeder will be installed in the dump sink. Bowen & Sheaffer has the contract.

Evansville, Ind.—W. H. Small & Co. have secured damages to the amount of \$451.83 in their suit against Geo. J. Clemments, of Chrisney, because of failure to deliver wheat purchased.

Indianapolis, Ind.—The midsummer meeting of the Indiana Grain Dealers Assn. will be held at Indianapolis on June 22 in conjunction with the meeting of the Indiana Millers Assn. The session will continue 1 day with perhaps a separate evening session for the grain dealers in the evening. The program will be announced later.

INDIANAPOLIS LETTER.

Brazil, Ind.—H. C. Hall Milling Co. has been incorporated, capital stock \$21,000; directors, William C. Hall, Chalmers R. McGaughey and John J. Kumpf.

According to statistics just compiled by Joseph H. Stubbs, chief of the state bureau of statistics, Indiana produced 132,859,473 bus. of corn in 1904, and now ranks fourth in the Union as a corn producing state. The state produced 49,802,909 bus. of oats last year. Indiana's flour and feed products amounted to \$16,827,918 in 1904.

Evansville, Ind.—The Akin-Erskine flour mill was destroyed by fire on the night of May 11. The Bosse Bros. feed store, adjoining, was badly damaged. The mill was one of the largest of its kind in southern Indiana and will be rebuilt at once. In the mill was stored a large quantity of wheat, which was destroyed. The insurance totals \$36,200 on mill and eltr. machinery and \$34,500 on stock in eltr. and warehouse.

The Star Eltr., owned by William H. Schrolucke and William B. Wells, of Indianapolis, and located on the J. M. & I. tracks, was almost totally destroyed by fire of unknown origin which started shortly after 7 p. m., May 17. About 5,000 bus. of grain, stored in the building, was destroyed. All of the machinery in the building, with the exception of the boilers and engine, is a total loss. The total loss is estimated at \$10,000 with about \$6,000 insurance.

In accordance with instructions of the board of governors of the Indianapolis Board of Trade, the building committee of that body has advertised for bids for the erection of a new building at the present site, at Maryland street and Capitol avenue. The right is reserved to reject any and all bids, and it is explained as the purpose of the building committee merely to find out what the cost of the proposed building, according to the plans drawn by architect C. L. Stiles would be, and whether it would come within the sum of \$165,000, which is the amount at the disposal of the committee. This action, it is said, does not imply that the building committee will or will not recommend the Pyle House site, on Market and Ohio streets, instead of the present site of the Board of Trade.—C. P.

INDIAN TERRITORY.

Minco, I. T.—A 35,000-bu. studded eltr. is being built for the Imperial Mill & Eltr. Co., by P. H. Pelkey.

Lindsay, I. T.—Keel & Son are enlarging their eltr. and installing a corn meal plant. They will put in a 25 to 30-h. p. gasoline engine.

Wynnewood, I. T.—The building occupied by the Wynnewood Grain Co. burned May 15 with contents. Loss, on building, \$3,500; insurance \$2,000. Loss, on contents, \$2,750; insurance, \$2,250.

IOWA.

Cantril, Ia.—Simeon Deter is building an eltr.

Clare, Ia.—A farmers eltr. company is being organized.

Aurora, Ia.—Berryman & Co. have succeeded Berryman & Smith.

Sioux Center, Ia.—E. Van der Berg has purchased the eltr. of H. K. Eggink.

Juniata, Ia.—J. A. Miles has taken charge of the eltr. for the Neola Eltr. Co.

Hancock, Ia.—C. H. Cooper & Son have completed the remodeling of their eltr.

New Hartford, Ia.—W. S. Tostlebe is a scooper. The regular dealer is H. Van Deest.

Storm Lake, Ia.—H. L. Hughes has succeeded J. A. Miles as mgr. for the Neola Eltr. Co.

Swaledale, Ia.—The Farmers Eltr. Co. has purchased and will operate the eltr. of Burgess Carr.

Blanchard, Ia.—The eltr. operated by J. E. Funk burned May 18 with its contents. Loss, \$5,000.

Luverne, Ia.—The eltr. of the Iowa & Minnesota Cereal Co. burned May 8 with corn cribs. Total loss.

Jolley, Ia.—The Jolley Farmers Eltr. Co. incorporated, \$2,500. L. A. Fryer is one of the incorporators.

Dike, Ia.—Paul Doorley has succeeded H. F. Greenfield as mgr. of the eltr. for the Nye-Schneider-Fowler Co.

Altavista, Ia.—The Anchor Grain Co. and Gilchrist & Co. will move and overhaul their eltrs. this summer.

Manley, Ia.—The Farmers Eltr. Co. has purchased the eltr. of G. L. Bosworth and now have 2 houses at this point.

Chatsworth, Ia.—Frank Wakeman has let the contract to the Younglove Construction Co. for the erection of his 12,000-bu. eltr.

The work of the Iowa seed corn specials during the spring of 1905 is interestingly described in a full page of the Iowa State Register of May 12.

The Iowa seed corn special trains of 1905 traveled 7,885 miles, making 670 stops to give 1,085 lectures to 110,163 persons in 96 counties.

Dubuque, Ia.—F. H. Clifford and others have been given judgment for \$2,517 against the Toher Grain Co., of Davenport, on account of failure to make delivery.

Guthrie Center, Ia.—S. C. Compton has leased the eltr. recently purchased by G. J. Maris from C. Reed, and will operate it in connection with his live stock business.

Ware, Ia.—The Wheeler Grain & Coal Co., of Laurens, has purchased the eltrs.

of the Chicago Grain & Eltr. Co. at Ware, Palmer and Manson, and will take possession June 1.

The Way-Johnson-Lee Co. is defendant in a suit at Algona, Ia., for \$15,000 damages on account of the death of 16-year-old Emil Meiers in an oats bin of the company's eltr. at Hanna, 2 years ago. It is alleged employees of the company directed the boy to go into the bin to help empty it.

Sibley, Ia.—A. W. Harris has returned home and made an examination of the books of the eltr. of the A. W. Harris Grain Co. and finds that Walter W. Yaryan, who disappeared Apr. 20, embezzled a considerable amount of the company's money before leaving. Mr. Harris will spend considerable in an endeavor to locate Yaryan.

Cedar Rapids, Ia.—One of the largest orders for grain cleaning machinery was given recently by the American Cereal Co. in the rebuilding of its burned plant. The order for 33 separators was given to the Barnard & Leas Mfg. Co., which also received an order for 6 large separators from the Bosch-Ryan Grain Co., which is rebuilding its eltr. and malthouse.

Reasnor, Ia.—A little boy was smothered in a bin of one of the eltrs. here last week. Unnoticed he got into the bin while grain was being loaded and the suction carried him down. When the choke-up occurred and the men in the eltr. went to investigate, they found the boy's body wedged in the spout, it being necessary to cut a hole in the side of the spout to get the body out.

Grain dealers who wish to have their scales tested are urged to avail themselves of the services of E. J. Nolan, as scale expert. Mr. Nolan has been employed by the Iowa Grain Dealers Assn. and will work under the direction of Secy. Geo. A. Wells. Mr. Nolan has been equipped by the Assn. with a complete outfit of tools and 3 sets of test weights; and he will inspect, adjust and repair scales. If necessary he will completely overhaul and reset scales without the necessity of having them reshipped to a shop. The Assn. will charge \$3 for each scale inspection and 75c per hour repairing and adjusting; special work, \$4 per day and expenses. These low charges for expert service can only be made effective when a number of grain dealers in a given territory will employ the Assn's expert; and every dealer is urged now to adopt the plan of having a test made once a year.

KANSAS.

Seguin, Kan.—W. J. Gilchrist will build an eltr.

Medicine Lodge, Kan.—T. V. Brqwn is building a 15,000-bu. eltr.

Harper, Kan.—I. E. Martin has purchased the eltr. of J. C. Elvin.

Andale, Kan.—The Pacific Eltr. Co. is building a 10,000-bu. eltr. on the Mo-Pacific.

Derby, Kan.—The Stevens-Scott Grain Co. has bot Townsend's eltr. on the Santa Fe.

Tyro, Kan.—The Tyro Supply Co. has bot out and succeeded the H. L. Strong Grain Co.

Wichita, Kan.—The Powell Lumber & Grain Co. has been succeeded by L. H. Powell & Co.

Patterson, Kan.—The Stevens-Scott Grain Co., of Wichita, has bot C. L.

Wagner's eltr. on the Frisco and took possession May 18.

Argonia, Kan.—The Pacific Eltr. Co. is building a 12,000-bu. eltr. on the Mo. Pacific.

Pretty Prairie, Kan.—The Rock Milling & Eltr. Co., of Hutchinson, will build a 10,000-bu. eltr.

Cheney, Kan.—The J. W. Binding Grain Co. has bot Anderson Bros.' eltr. on the Santa Fe.

Wichita, Kan.—The Stevens-Scott Grain Co. will build a 25,000-bu. cribbed addition to its eltr.

Holton, Kan.—E. D. Bowers has discontinued business and removed to Colorado Springs, Colo.

Goddard, Kan.—The Neveling Grain Co., of Wichita, will rebuild its 15,000-bu. eltr. at this point.

Iuka, Kan.—The Seward Grain Co., of Seward, Kan., is building a 12,000-bu. eltr. on the Mo. Pacific.

Viola, Kan.—The Deer Creek Eltr. Co., of Deer Creek, O. T., will operate the Miles eltr. the coming season.

Hoxie, Kan.—The Morrison Grain Co., of Kansas City, is building an 18,000-bu. eltr. Gasoline power will be used.

Varner, Kan.—The Deer Creek Eltr. Co., of Deer Creek, O. T., have started to build a 10,000-bu. eltr. on the Santa Fe.

Arkansas City, Kan.—Plans for enlarging and remodeling the eltr. of the New Era Milling Co. are being made by P. H. Pelkey.

Castleton, Kan.—The Rock Milling & Eltr. Co., of Hutchinson, has purchased the 12,000-bu eltr. of Elward & Son, and has taken possession.

Grigsby, Kan.—The Rock Milling & Eltr. Co., of Hutchinson, is building a 10,000-bu. eltr. to be used as a feeder for its eltr. at Hutchinson.

Concordia, Kan.—A pile of cobs caught fire recently and threatened the destruction of the P. V. eltr. until buckets of water were used efficiently.

Clafin, Kan.—E. E. Roahan, who has been in the grain business here for a long time, has accepted a position with the Hinds & Lint Grain Co., and will travel in Kans. and Nebr.

Toulon, Kan.—A 20,000-bu. cribbed eltr. is being built here, at Victoria and at Miltonvale for C. Hoffman & Son; also a 15,000-bu. studded eltr. at Ada for the same firm by P. H. Pelkey.

Danville, Kan.—The Farmers Co-Operative Shipping Assn. will build a 10,000-bu. eltr. The Aetna Mill & Eltr. Co. has succeeded Kramer Bros., having purchased their mill and line of eltrs.

Hunnell, Kan.—The 5-year-old son of O. M. Akers, school principal, was smothered to death in the grain eltr. In his play the little fellow jumped into a bin and sank out of sight.

Wichita, Kan.—J. E. Howard, mgr. of Red Star Mill & Eltr. Co., has let the contract for a mill and eltr. The Union Mill Co., which is managed by Clarence Howard, has been changed to the Howard Mills Co.

Ellsworth, Kan.—The Ellsworth Mill & Eltr. Co. will tear down its present house and build a 25,000-bu. wood eltr. on the site with more modern machinery for handling grain. The foundation will be of cement blocks and the dump will also be of cement and will be so arranged that wagons will drive in, be

weighed and the wheat dumped at once. The eltr. will have a working capacity of 6,000 bus. per day and a self registering track scale will be installed. The house is to be completed in time to handle the new crop.

Wichita, Kan.—The C. B. Gaunt Grain Co. has bot the Mo. Pacific eltr. of Thomas & Hornecker and has taken possession. The eltr. will be remodeled to a clearing and transfer eltr. and enlarged. A new machinery equipment will be installed thruout.

Sterling, Kan.—D. J. Fair, Sr., died May 16, after a short illness. He had large interests in grain eltrs. at Hutchinson, Nickerson, Partridge, Stafford, Abbyville, Burlington, Sylvia and Raymond.

Wichita, Kan.—Shippers are interested in the outcome of the suit brot by John H. Turner against the Frisco system to recover an overcharge of \$3, which he was compelled to pay before he was permitted to unload the car.

A number of co-operative grain assns. are preparing to make demands for sites on which to build eltrs. under the new Kansas law requiring railway companies to furnish side tracks or a site for all eltrs. having a capacity of 10,000 bus. or more.

Elwood, Kan.—The damaged eltr. of the Harroun Eltr. Co., was fully covered by tornado insurance, amounting to \$47,500 on building and \$25,000 on grain. The loss on the building is about 60 per cent of the policies and on the grain 10 to 15 per cent.

Topeka, Kan.—F. D. Coburn, secy. of the Kansas State Board of Agri., has started another movement for the importation of a cargo of seed wheat from Russia for the benefit of Kansas farmers. Mr. Coburn has suggested that the importation be under the supervision of B. Warkentin of Newton, Kan., or Chas. L. Roos of Kansas City.

The shipper loadeth his grain and bil-eth it to his commission house, but in the fullness of their mercy the railroad people permitteth it to abide many days upon the side track. He sweareth thereat and to allay his wrath his cars are moved several stations forward and again halted for rest. Finally, as passeth several changes of the moon, his grain arriveth, and lo and behold the market slumpeth, and he marvels thereat and his anger is great. When the market showeth weakness and declineth much, yea the railroad getteth busy and worketh far into the night, and lo, his grain arriveth in much haste, and he teareth his hair in vain regret. All is vanity, vanity.—A. C. Davis & Co.'s Monthly Message.

Elwood, Kan.—The cupola of the large eltr. of the Harroun Eltr. Co. collapsed May 9 during the tornado which struck Elwood at 9:30 p. m., and 2 employees of the company were killed and 2 injured, one it is said fatally. When the wind struck the eltr. from the south, the pulleys, shafting and belting pulled the cupola downward, causing the collapse. It was 1 o'clock before the first body was taken out, that of John Chambers, who had been injured by falling timbers; and it was 7 hours later when the bodies of John Godby, who had been suffocated by tons of wheat, and Harry Smith, who had been crushed by falling timbers, were recovered. Thos. McCoy, the other employe, was bruised about the head and cut on hands and shoulders, but escaped by running down a narrow stairway at

the side of a large wheat bin. The damage is estimated at \$30,000.

KENTUCKY.

Richmond, Ky.—The J. W. Zaring Grain & Mill Co. contemplates buying machinery for washing grain and drying malt.

Newport, Ky.—The Dorsel Co. incorporated, \$100,000 capital stock, to deal in flour and other food products. Incorporators, John, Fred, Albert and John H. Dorsel.

MARYLAND.

Williamsport, Md.—Wm. Gower has succeeded Jacob V. Emmert.

BALTIMORE LETTER.

Favorable ocean freights induced the exportation of several lots of oats from this port recently. It is not, however, likely that ocean carriers will be disposed to encourage this business at present low rates, but it is conceded that Europe is being attracted by the price of oats here and that further business will result. The price of oats on the seaboard is 12 cts. lower than last year and corn is 2 cts. higher than same time a year ago.

The decision of the Interstate Commerce Commission in the matter of differential freight rates to the Atlantic ports, although fully expected, was a matter of general congratulation on the Chamber of Commerce. The decision gives Baltimore 1 1/4 ct. per 100 lbs. under New York on export grain and 3 cts. differential on domestic grain. Also 3-10 ct. per bu. under New York rate on ex-lake grain from Buffalo, Erie and Fairport. The differential on flour, which was heretofore 3 cts. per 100 lbs. under New York, is reduced to 2 cts. per 100 lbs. This loss of 1 ct. per 100 lbs. in the flour differential, while a matter of regret, is not a serious affair, because the manner in which Baltimore handles flour more than offsets this advance in its flour rate. The real cause for satisfaction lies in the fact that the principle of the differential has been maintained and that the Interstate Commerce Commission recognizes Baltimore's natural rights. The decision not only gives Baltimore the differential, but also establishes the principle that no matter what advantages New York may avail of, the present relation as between the ports shall be maintained. The establishment of an ex-lake differential on a permanent basis will enable Baltimore to reach out for the Buffalo business as she has never been able to do before, and if necessary must make some arrangement to counteract the influence of the Buffalo grain pool.—B. M.

MICHIGAN.

Grass Lake, Mich.—A. W. Dwell will build an eltr.

Pontiac, Mich.—W. S. Walls intends building a grain eltr.

Howell, Mich.—A. J. Keary will build an addition to his eltr.

Pittsford, Mich.—T. J. Haybarker has succeeded T. J. Haybarker & Co.

Grand Ledge, Mich.—J. H. Walsh has traded his implement business for the grain and bean business of E. C. Astley & Son.

Detroit, Mich.—The Baird-Lowenberg Co., which was recently organized with \$40,000 capital, will build several warehouses along the Ann Arbor Ry.

C. C. Wyman & Co. incorporated, \$100,000 capital stock, to do a grain commission business. Incorporators, C. C. Wyman, E. G. Philbrooks and C. L. Gogins.

Smith, Mich.—The eltr., mill and hay sheds of D. J. Cochrane burned May 8. Loss, \$10,000; insurance, \$6,000. The fire is supposed to have started from sparks from a passing engine.

Lansing, Mich.—The Isbell-Brown Co. incorporated, \$16,000 capital stock, to deal in grain, seeds and beans. Incorporators, Jas. N. Isbell and F. C. Badgley, of Jackson, and B. G. Brown, of Springport. An eltr. will be built.

Blissfield, Mich.—F. C. Baluss, of the Baluss-Dawson Co., has sold out and removed to Chicago. E. Dawson has purchased the eltr. at Ottawa Lake; D. D. Van Vicker the house at Petersburg, while the eltr. at Blissfield is closed for the present. The eltr. at Metamora, O., will be operated by S. Rice.

MINNEAPOLIS.

Memberships in the Chamber of Commerce are selling at \$4,200.

A. J. Cummings has brot suit against Edwards, Wood & Co., to recover \$50,000 damages for the alleged circulation of defamatory stories.

The Kenkel-Hopkins Co. incorporated, \$150,000 capital stock, to deal in grain and produce. Incorporators, Herman H. Kenkel, Wm. M. Hopkins and F. A. Hallet, of Minneapolis, and John A. Todd, of Duluth.

The following have recently applied for membership in the Chamber of Commerce: Walter Stern, of Milwaukee; F. J. Seidl, G. S. Barnes, Jr., of Duluth; Fred A. Pierce, S. G. Williams, Stephen A. Hall and W. S. Ankeny, of Minneapolis, and Herbert S. Stout.

E. O. Fellows, of the Fellows Coal Co., which sold coal in large lots for F. H. Peavey & Co., has been arrested on a charge of the larceny of \$3,464 from that company and forging the name of Mary C. Fellows. He is held in \$5,000 bail and trial will take place June 1.

The directors of the Chamber of Commerce discussed the amendment of the rules to make No. 2 northern a contract delivery, at a meeting May 19. A petition requesting the change has been signed by a dozen grain firms. Agitation has already started to make the change at Duluth, which will thereby have a strong pull for the hedging trade that Minneapolis now is getting.

MINNEAPOLIS LETTER.

Business is so dull the railroads are unable to keep their equipment in service.

The rate on coarse grain now is 20 cents from Minneapolis to Boston, lower than it has been in years.

The American Cereal Co. has been the heaviest buyer of oats, and since the Cedar Rapids fire is sending all its oats to its Canada mill.

Stocks of barley here are under the 200,000 bu. mark, and half of this is owned by the Wm. Rahr Sons Malting Co., of Manitowoc.

The recent experience in Minneapolis May wheat has given rise to renewed talk of changing the rules so that other grades than 1 northern and 1 hard may be delivered on contracts, and there seems to be no question now this talk will shape itself in some movement to do

something that will effectively abolish squeezes and corners.

Eltr. companies are having considerable trouble in loading out 1 northern wheat on May contracts to the mills. The latter are appealing for reinspection on every car loaded, and fully half of the wheat so loaded out is lowered in grade to 2 northern. For some reason or other the inspection is very strict on eltr. wheat and always favors the applicant for a lower grade.

At the present time there is over 3,000-bus. 2 northern wheat and lower grades in eltrs., but this stock is only one-third against what it was some 8 weeks ago. All that wheat of course is hedged in May, and it is the taking off of those hedges that is causing the eltr. companies immense losses, and killing the trade, as it has upset the legitimate business of the commission men. The men who bought the wheat that the eltr. companies sold in the way of hedges want the wheat delivered to them, declaring that they have flour sold against it—Minn.

MINNESOTA.

Bird Island, Minn.—The Farmers Eltr. Co. will build an eltr.

Appleton, Minn.—Lightning struck the eltr. of the Farmers Eltr. Co. May 10.

Pipestone, Minn.—The Farmers Eltr. Co. has purchased the eltr. of the S. Y. Hyde Eltr. Co.

Delft, Minn.—The Farmers Eltr. Co. has decided to rebuild the eltr. which burned Dec. 27.

Warren, Minn.—The St. Anthony & Dakota Eltr. Co. is making extensive repairs on its eltr.

Holland, Minn.—Boehmke & Jacobsen have purchased the eltr. of the Baker Eltr. Co. and have taken possession.

The annual meeting of the Tri-State Grain Dealers Assn. will be held at Sioux Falls, S. D., June 21 and 22.

Morgan, Minn.—Albert Kiesling, of New Ulm, has succeeded Fred Billington as buyer for the Eagle Roller Mill Co.

Hastings, Minn.—Perkins & Franklin have leased the Thompson eltr. for a warehouse in which to store feed, bran and shorts.

Lamberton, Minn.—The Lamberton Farmers Eltr. Co. has purchased for \$4,100 the eltr. of Bingham Bros. and will take possession June 1.

Lake Wilson, Minn.—The Farmers Co-Operative Eltr. Co. has let the contract to the Younglove & Boggess Co. for the erection of a 35,000-bu eltr.

Edgerton, Minn.—The Farmers Co-Operative Eltr. Co. will build an eltr. this summer. W. C. Mitchell, Jas. McGlashen and Con Delaney are directors.

Fairfax, Minn.—A. E. Pehrson, formerly agent for the Pacific eltr., charged with the larceny of \$700 of the company's money, has been discharged by the grand jury.

Olivia, Minn.—The Farmers Eltr. Co. will build an eltr. N. Brules, Chas. Kinning and Wm. McMahon have been appointed a committee to take charge of the contracting.

Duluth, Minn.—The state of Minnesota has dismissed the cases against Edwards, Wood & Co., for violating the law with regard to making returns in full to shippers for consigned grain.

Duluth, Minn.—Members of the Board of Trade will vote May 27 on a proposition to make No. 2 northern the contract grade. The stock of No. 1 northern wheat has been bot by A. D. Thomson.

Beavercreek, Minn.—The Beavercreek Eltr. Co. incorporated, \$25,000 capital stock. The officers of the company are: B. M. Pengra, pres.; H. F. Cummings, vice-pres.; G. A. Hagedorn, treas.; J. S. Crawford, secy.

Kasota, Minn.—The dust spout at the eltr. of the Hubbard & Palmer Co. was wrecked May 9 and the window glass was all blown out during a heavy rain and wind storm. Considerable grain was damaged by the rain.

The Duluth members of the board of grain appeals have written Governor Johnson objecting temporarily to the plan of Duluth and Minneapolis members alternating at hearings, as one of the Duluth members is absent.

Welcome, Minn.—The farmers have organized an eltr. company and will either buy one of the eltrs. here or will build. The officers of the company are: D. C. Montgomery, pres.; Henry Ledaher, vice-pres.; J. V. Klein, secy.; D. W. Fellers, treas.

The railroad and warehouse commission gave a hearing at St. Paul May 12 on the best method of enforcing the new law for the weighing and inspection of hay. The hay receivers favor the delivery of all hay to a central storage house in each of the 3 large cities.

Mankato, Minn.—The Walter-Bowman Eltr. Co. has changed the name of the company to the Plymouth Eltr. Co. The officers elected at the recent stockholders' meeting were: J. G. Walter, pres.; E. L. Wendt, of Canton, S. D., vice-pres.; M. L. Dunlap, secy. and treas.

New Ulm, Minn.—The Eagle Roller Mill Co. has purchased eltrs. from the Atlas Eltr. Co. and G. W. Van Dusen & Co. at Minnesota, Minn., and Doland, Hatland, Frankfort and Groton, S. D. The company will purchase or build other eltrs. in the wheat country of Minnesota and So. Dakota.

Holloway, Minn.—The Holloway Co-operative Farmers Eltr. Co. incorporated, \$4,100 capital stock, to build and operate an eltr. at Holloway and buy, sell and store grain and farm products of all kinds and deal in fuel. Incorporators, John Beyer, Wm. Sachs, Otto Rosenkranz, Aug. Patrick, and others.

St. Paul, Minn.—The get-rich-quick swindle which chose to style itself the Hathorn Mutual Commission Co. lost its suit to restrain the postmaster from enforcing a fraud order. As far as known the concern dealt in no grain; but issued certificates at \$80 to be redeemed at \$160 when new suckers had been found to buy 2 more certificates.

The investigation by the Minnesota Railroad Commission on freight rates thruout the state, as directed by the legislature, began with a hearing May 13, at which 3 weeks time was given the roads to each prepare a map showing its rates, for comparison. The commission will prepare a statement of places where the rates are not just, and will ask explanations from the companies. The commission also will consider Minnesota rates in comparison with those in force in other states.

Duluth, Minn.—A. D. Thomson has moved the wheat for which he held the certificates of the Peavey concrete house

to the Great Northern Eltr. Thomson protested that the concrete house was unsafe, that it had never been licensed and had not filed a bond. The Board of Trade has taken no action on Thomson's demand that the concrete house be declared irregular. The Peavey Co. has a license for the wood working house and considered the plant as one, but has since taken out a license for the concrete house and filed a bond of \$100,000.

MISSOURI.

Nelson, Mo.—The Rea & Page Milling Co. has installed a gasoline engine in its eltr.

Kansas City, Mo.—Tom Logan has been admitted to the firm of Holdredge & Logan.

Kansas City, Mo.—The report that C. C. Christie has applied for admission to the Board of Trade is denied.

St. Louis, Mo.—The McReynolds Eltr. at East St. Louis has been declared regular on the Merchants Exchange.

St. Louis, Mo.—A. H. Buschman, of the A. H. Buschman Grain Co., died May 17, aged 36 years, after a very short illness.

Alma, Mo.—R. C. Frerking, who lost part of his site on account of a new switch of the C. & A. Ry., will rebuild the eltr.

Blase, Orchards Farm P. O., Mo.—The Cochrane Grain Co., of Lincoln, Neb., is building a 10,000-bu house. R. M. Van Ness has the contract.

Kansas City, Mo.—C. J. Warrick, formerly traveling freight agent for the Rock Island, is now on the road for Hoyt & Miller Grain Co.

St. Louis, Mo.—The hay warehouse of Geo. T. Carruthers burned May 21. Loss, \$20,000. Two firemen were injured by a falling wall, one it is thot fatally.

St. Louis, Mo.—Thos. Akin has been granted a temporary injunction restraining the inspection dept. from grading coast Russian wheat the same as No. 2 red.

St. Joseph, Mo.—The repairs to the South Park Eltr., which was partly wrecked by storm, will cost about \$4,000, and are being supervised by G. W. Boggess.

Kansas City, Mo.—The Hoyt & Miller Grain Co., incorporated, \$30,000 capital stock. Incorporators, R. B. Miller, Clyde, Kan.; J. E. Miller, Cleveland, Okla.; M. S. and C. W. Hoyt. The company has succeeded the Hoyt Grain Co.

Kansas City, Mo.—The Fowler Commission Co. has been dissolved. H. T. Fowler will continue the business at Kansas City and Paola, Kan., under the old firm name, and L. Fowler will take the business at Texarkana, Ark., and Shreveport, La., and operate it under his own name.

Moberly, Mo.—The Missouri Grain Co. has moved its office to the Gibraltar bldg., Kansas City. Its new eltr. at Harlem and old eltr. at Moberly will be operated from the Kansas City office. The foundations for the Harlem eltr. have been completed and the house is to be ready for grain July 10. It will have storage room for 150,000 bus. and handle 60 cars per 10 hrs.

Kansas City, Mo.—The Simonds-Shields Grain Co. is building an addition to the working part of the Milwaukee eltr., which will give 8 additional

bins, one double receiving sink, one leg, one Invincible Clipper and one Invincible Cleaner. The power plant will be doubled by the addition of a 400-h. p. steam engine and boilers, so that either can be coupled to the jack shaft.

NEBRASKA.

Saronville, Neb.—C. J. Miles has closed his eltr.

Norman, Neb.—The Farmers Eltr. Co. will build a 16,000-bu. eltr.

Eustis, Neb.—The McConaughy Grain Co. has bot out Milmine, Bodman & Co.

Harbine, Neb.—J. S. Hole, the local grain dealer, is vice-pres. of the recently organized bank.

Fremont, Neb.—Peter Muench, formerly at Cedar Rapids, Ia., is now with the Omaha Eltr. Co. at this point.

York, Neb.—F. P. Kirkland, formerly with the Hass-Hord Cattle Co. at Belgrade, has been transferred to York.

Verona, Neb.—C. V. Nelson, formerly with C. J. Miles at Saronville, now has charge of the eltr. for the Ewart-Wilkinson Grain Co.

Eldorado, Neb.—The Trans-Mississippi Grain Co. will build a coal house and will handle coal in connection with grain this year.

Fairbury, Neb.—B. W. McLucas has torn down his old eltr. and is building an 11,000-bu. eltr. R. M. Van Ness has the contract for building.

Utica, Neb.—A 30,000-bu. cribbed eltr. is being erected for Fritz Beckord by P. H. Pelkey. Howe Scales and gas-line engines are being used.

Staplehurst, Neb.—Ketels & Co. have succeeded Nelson & Jacobs. Mr. Ketels has been in the grain business at Bee for 16 years. Mr. Nelson retires from the grain business after 24 years.

Sutton, Neb.—The eltr. of the Farmers Grain & Stock Co. was damaged recently by fire. About 3,500 bus. of grain which was in the eltr. is almost a total loss. Loss, \$8,000; insurance, \$6,500. The fire is that to have been of incendiary origin.

Lawrence, Neb.—The Lawrence Milling & Eltr. Co. is building a 10,000-bu. eltr. and has leased the eltr. of W. H. Ferguson. The officers of the company are: H. Gilsdorf, pres.; I. J. Riley, secy. and treas.; H. E. Bowman and P. J. Cronin, general mgrs.

Auburn, Neb.—The L. L. Coryell Grain Co. incorporated, \$25,000 capital stock. Incorporators, L. L. and George Coryell and Jas. Peterson, of the Glen Rock Grain Co., Glen Rock. L. L. Coryell will have charge of the eltr. at Auburn, Mr. Peterson will remain at Glen Rock and Geo. Coryell will devote his time to his wholesale business.

NEW ENGLAND.

South Hanson, Mass.—S. E. Ford has purchased the business of Geo. Clark.

Norwalk, Conn.—The Holmes, Keeler & Selleck Co. is building a 48x60 ft. eltr. to be operated by electricity.

Portsmouth, N. H.—The Irving Powers Co., of Boston, has purchased the grain business and mill of W. H. Kilburn & Co.—H. B.

Boston Mass.—The Ambler & Hobart Co. incorporated, \$50,000 capital stock, to deal in grain. The officers are: Chas. E. Tarbox, East Braintree, pres.; Chas. K. Farrington, Boston, treas.

BOSTON LETTER.

Henry Stemper, mgr. of the export grain department of the Rosenbaum Grain Co., is in Boston on an extended business trip.

Altogether the condition of the export trade is better than it has been for some time, and the outlook for increased business is promising.

The export business for the week ending May 13 was characterized by a heavy movement of corn to the European market, nearly 600,000 bus. going forward on the various liners. This is the largest amount shipped from Boston for months. S. S. Nicolai II, for Copenhagen, had 51,429 bus. of corn; Ivernia, for Liverpool, 16,000 bus. of wheat and 77,900 bus. of corn; Winifredian, Liverpool, 102,857 bus. of corn; Cymric, Liverpool, 171,600 bus. of corn; Corean, Glasgow, 51,428 bus. of corn; Lancasterian, London, 68,672 bus. of corn; Consuelo, for Hull via New York, 42,857 bus. of corn; Iberian, Manchester, 12,564 bus. of corn; a total of 16,000 bus. of wheat and 579,307 bus. of corn.

Elwyn G. Preston has resigned as secy. of the Boston Chamber of Commerce. The action of Mr. Preston came as a great surprise to the officers and members of the assn. and there was general regret expressed that the Chamber was to lose the services of such an efficient official. Mr. Preston retires to accept the position of treas. of the A. H. White Co. Pres. H. M. Whitney, in commenting on the retirement of Mr. Preston, said that the assn. will feel his loss as secy. He has been indefatigable in his work for the Chamber and also for the interest of the port. He was especially fitted for the position. Mr. Preston has occupied the position of secy. of the Chamber of Commerce for 12 years. D. D. Morss, the treas. of the Chamber, will temporarily act as secy.—H. B.

NEW JERSEY.

Trenton, N. J.—The J. E. Stevenson Co. incorporated at East Trenton, \$50,000 capital stock, to deal in grain, hay, feed and fuel. Incorporators, J. E. Stevenson, J. D. Hall and M. C. Brearly.

Camden, N. J.—Work has been begun on the rebuilding of the eltr. for Sitley & Sons. The new eltr. will be 6 stories high, 460x150 ft., and will be built of brick. A large warehouse will also be built.

NEW YORK.

Mineola, N. Y.—The eltr. for E. E. Birdsall has been completed.

New York, N. Y.—Memberships in the Produce Exchange, on which gratuities have been paid, are selling as low as \$80.

New York, N. Y.—Robert H. Turle, of Robert H. Turle & Co., grain exporters, died May 13, after a short illness, at his home in Brooklyn. He had been pres. of the Produce Exchange and the Chamber of Commerce.

New York, N. Y.—The New York Hay Exchange Assn. has amended its rules for grading to omit the word reasonably in the rule on No. 2 clover mixed hay, which now reads: No. 2 Clover Mixed Hay—Shall be timothy and clover mixed, with at least one-third (1-3) timothy, sound and well baled.

New York, N. Y.—Receipts via rail only moderate, while boats and barges

are bringing more hay than usual, mostly medium and poorer qualities, making the whole supply greater than demand. We repeat our advice, not "to hold on," but to get rid of hay.—Gilbert Plowman & Co.

Buffalo, N. Y.—Jas. H. Rodebaugh has purchased a controlling interest in the Niagara Mill & Eltr. Co., located at Black Rock, from the Marine National Bank, which has held the controlling stock since the death of E. T. Washburn, the former chief owner. The plant has capacity for 12 cars of assorted feed per day and is able to transfer 15 cars per day. The management will remain in the same hands as heretofore.

New York, N. Y.—The receiver appointed by the federal court on May 10 took possession of the offices of the Haight & Freese Co., which for many years has run an extensive bucket-shop business having branches at Boston and Philadelphia. Its methods were well calculated to deceive the unwary into the supposition that it was a legitimate stock exchange firm. The concern has about 75 offices, 20,000 customers and the liabilities will aggregate millions.

Niagara Falls, N. Y.—Come, all ye Grain Dealers, if you would see this beautiful and grand Niagara: while its beauty is still in existence. It will not be many years, and perhaps only months, that you may see Niagara in its grandeur, for its glory is threatened by the cupidity of man. For power means money; Niagara has power, and this is the age of commercialism. Already 5 separate power plants are contemplated, or well under way, 2 on the American side and 3 in Canada. Already 110,000 horsepower is being developed daily, and in the next few years, with these plants at their full capacity, will be able to furnish 640,000 horse-power. A bill is now before the state legislature asking for enough water, for one company alone, to furnish 400,000 horse-power. When it is considered that the total potential horse-power of the mighty Niagara is, for commercial purposes, only 3,000,000, or less, can there be any doubt as to what must become of this world-famous spectacle, where "deep calls to deep" and where "the centuries are notched in the eternal rocks," if the power companies can find a market and means to market the cataract's force? So, make the most of this opportunity and view Niagara in its awful, overwhelming grandeur while you may.—J. M.

BUFFALO LETTER.

There is some activity about the fallen Ontario eltr. in the line of removing the ruins, but there is no further report of progress towards a settlement of the losses.

R. W. Chapin is one of the directors of a new Buffalo company established to distribute electric power. He has long been the Buffalo mgr. of the business of Chapin & Co., of Milwaukee, feed millers, and seems to be getting to be a capitalist on his own account.

Secy. Shanahan of the Chief Grain Inspectors' National Assn. has sent out his notices for that body to meet with the Grain Dealers' Assn. at Niagara Falls. He reports that he has received no responses from the members, but has no doubt of a general attendance.

The Erie Canal is still handicapped by the Durhamville break, nothing from either way having passed that point.

Grain rates have held firm at 4 cents on wheat to New York, but the available fleet is now very small and it will be June before the boats are well distributed again.

The appointment of James F. Parker, of New York, chairman of the general Buffalo-New York route committee affiliating with the Produce Exchange, is not apparently regarded as a signal for activity at present. This committee is expected to do important work some day, but that day is not yet.

The wet-grain dealers now report that their special season is over and they are at liberty to sojourn at Atlantic City if they feel inclined. It is noted, though, that there have been some bad accidents by canal lately, some wet grain cargoes being obliged to turn back here after making quite a run eastward.

Pres. S. M. Ratcliffe, of the Car Grain Assn., reports little doing just now, as there does not seem to be much out of line to look after. He has made up his executive committee, of which he is chairman and vice-pres., T. J. Stofor, Secy. F. H. Mason and Treas. R. W. Chapin are members ex-officio, by the appointment also of J. H. Rodebaugh, S. W. Yantis and R. W. Searle.

There is now a very small amount of car grain coming this way, the falling off at the opening of the lakes being more marked than for some years, though the receipts by lake are not large and will hardly be large till there is more grain to move and there is a better demand for what there is. Nobody thinks that the southern routes are getting more than their share now, as the lake rates are low.

There was a scare in spring wheat this week and the limit price of No. 1 northern suddenly jumped up to 12 cents over New York July, a very steep figure, though even then millers are noting that the cash price in Minneapolis is so much higher than it is here that we can make our own flour prices! Still there is a shortage of spring wheat here and the holders of it who were left, both on the collapse of the May corner and the lake opening, may realize a profit on it after all.

Again it is the wheat market that is giving trouble, and it is likely to give trouble till there is an entire new crop in to take the place of the tatters of the old, both spring and winter wheat. Of winter wheat there is only a little here and there, just enough of No. 2 red and No. 2 white Pacific to quote, with a car lot or so of Kansas or red Russian or macaroni to make a sales sample. They do not sell very readily. Of eastern white wheat there has been next to nothing offered for months.—J. C.

NORTH DAKOTA.

Towner, N. D.—H. A. Holmes is building an eltr.

Colfax, N. D.—The Cargill Eltr. Co. will build an eltr.

Leeds, N. D.—E. B. Page is making extensive repairs on his eltr.

Union, N. D.—The Imperial Eltr. Co. is repairing and repainting its eltr.

Lakota, N. D.—The farmers company has purchased the eltr. of J. M. Hartin.

The Bagley Eltr. Co., of Minneapolis, will build 21 eltrs. on the Thief River Falls-Kenmare extension of the Soo Line.

Glenullin, N. D.—The Mandan Mercantile Co., of Mandan, is building an eltr.

Englevale, N. D.—The Great Western Eltr. Co. is building an addition to its eltr.

Fingal, N. D.—The Farmers Eltr. Co. has purchased the eltr. owned by Lars Jacobson.

Park River, N. D.—The Imperial Eltr. Co. is improving its eltr. A 10-h. p. Otto engine is being installed.

Rolla, N. D.—The National Eltr. Co. has started work in the rebuilding of its eltr. which burned Feb. 24.

Devils Lake, N. D.—The farmers are organizing a company and will build eltrs. at Webster, Garske, Starkweather, Rock Lake, and at several other points.

St. Thomas, N. D.—Jas. Whelan is improving and repairing his eltr. The old warehouse on the north will be torn down and a cribbed addition will be built on the east. Cleaning machinery will be added to the equipment.

Tunbridge, N. D.—E. J. McDermott and C. L. Broderson have purchased the eltr. of J. H. Lockwood, for whom Mr. Broderson has been buying grain for the last year. Mr. Broderson is at present operating the farmers' eltr.

Mandan, N. D.—John D. Gruber, who has been general mgr. of the Mandan Mercantile Co., has resigned his position and will go into the eltr. and lumber business for himself. He will build a line of eltrs. on the Great Northern Ry.

Manfred, N. D.—The Manfred Farmers Eltr. Co. contemplates building a 3,400-bu. eltr. with a 15-h. p. gasoline engine. C. G. Ireys has offered his house for sale, but the farmers would not accept at his price, \$3,200, but are willing to give \$2,800.

Enderlin, N. D.—The eltr. of the Royal Eltr. Co. and the flour mill of Munt & Wilson burned May 8 with contents. The fire is supposed to have been of incendiary origin owing to the distance between the fires, showing that one could not have caught from the other. The loss of the Royal Eltr. Co. is \$10,000, fully insured. Loss of Munt & Wilson, \$15,000, with about \$12,000 insurance. The eltr. of the Osborne-McMillan Eltr. Co. was saved only by the prompt and constant efforts of the fire department. The Royal Eltr. Co. will rebuild at once and expects to be ready to handle the new crop. Munt & Wilson will also rebuild.

OHIO.

Whiteville, O.—H. Peebles intends enlarging his eltr. this summer.

Toledo, O.—F. M. Greenough has been suspended from the Produce Exchange.

Dayton, O.—The plant of the Dayton Cereal Co. burned May 14. Loss, \$90,000; insurance, \$12,000.

Cincinnati, O.—Wm. Kramer has been elected pres. of the Grain Dealers Club to succeed Harry H. Hill.

Cincinnati, O.—It is said an eltr. of 150,000 bus. capacity will be erected by the Pennsylvania Railroad.

Newark, O.—A. H. Richert has purchased the grain and seed business and storage warehouse of C. S. Kerr.

Gettysburg, O.—Peterseim & Toman, who recently purchased the eltr. of Wm. E. George, will take possession sometime in June.

Sylvania, O.—E. G. Howard has engaged in business here and will deal in flour, feed, baled hay and straw.

Defiance, O.—L. C. Roehrig will conduct the business recently purchased from the Farmers Eltr. Co. under the old firm name.

Greenfield, O.—J. H. Wickersham has recently formed a partnership with A. G. Cockerill, the style of the firm now being Wickersham & Cockerill.

Toledo, O.—The C. L. Maddy Co. has purchased for about \$45,000 the eltrs. of the United Grain Co. at Perrysburg, Lima City, Stony Ridge and Dowling.

Greenville, O.—A. Weimer & Son and A. H. Judy have purchased the eltr. recently purchased by E. E. Calderwood, T. G. Brawley, R. Anderson and R. Brudge from Morgan Johnson.

Plain City, O.—Noon & Sheehan have bot out and succeeded Grewell & Kilbury. C. C. Tagert has purchased the grain and coal business of Wilson & Kaufman and succeeded them May 1.

Bowersville, O.—Suit has been brot against the Detroit Southern Ry. Co. by the Miami Grain Co. to recover \$93 for the road's error in forwarding a shipment of grain, and to recover \$2,340 damages for failure to supply enuf cars at Bowersville.

Marion, O.—J. M. Neer is favoring his many friends with a good map of Ohio on a sheet 15x16, showing all towns over 150 population, the congressional districts and the electric railroads. The back-of the map has an index to Ohio and the face a calendar to March, 1906.

TOLEDO LETTER.

Thomas L. Keck has been engaged to represent Hulburd, Warren & Chandler on 'Change.

The offices of Crumbaugh & Kuehn, J. J. Coon, Southworth & Co. and the East Side Iron Eltr. Co. are being remodeled and will soon present a handsome appearance.

W. C. Mullally, formerly in the eltr. business at Weston, O., and secy. of the N.-W. Ohio Assn., has removed to Toledo and is now engaged in the manufacture of concrete building blocks.

The committee appointed to arrange the program for entertaining the National Hay Assn. at its annual convention to be held here in July, state that excellent progress is being made and that those in attendance will get the "treat of their life." Secy. Gassaway states that the program will be completed within a short time.

It looks now as if the bucketshop men are to be put out of business, so far as dealing in grain is concerned. In that case, local patrons will turn their attention to stocks. Over in Sandusky, a sensational trial, lasting one day, resulted in convicting W. R. Hageman, who at once gave bail and has decided to appeal his case. An investigation by grand jury is being made at Bellefontaine.

S. W. Flower, the well known seed merchant, last week made a handsome donation to one of the charitable institutions of the city, paying \$5,500 for an old homestead in the north part of the city, where the Door of Hope will establish a new home. Besides making the charity a present of the property, he has also signified his intention to pay for remodeling the place and making all the necessary repairs.—H. D.

OKLAHOMA

Enid, Okla.—The Central Grain Co. has discontinued business.

Kingsfisher, Okla.—J. C. Robb has moved to Wichita, Kan.

Hunter, Okla.—O. W. Hutchinson has succeeded Hutchinson & Bird.

Tonkawa, Okla.—R. T. Brooks has sold his new eltr. to Alex. Ash.

Medford, Okla.—The Medford Mill & Eltr. Co. has bot the eltr. of Smith & Moss.

Tacoma, Okla.—The Frisco Grain Co. has sold its 10,000-bu. eltr. to J. H. Sham for \$4,000.

Coldwater, Okla.—Randels & Grubb have completed a 10,000-bu. eltr. Gasoline power.

Medford, Okla.—The Medford Farmers' Exchange is building a 15,000-bu. cribbed eltr.

Pawnee, Okla.—The Pawnee Mill & Eltr. Co. will put in a 75-h. p. gas producer engine.

Fay, Okla.—The Thomas Milling Co., of Thomas, is building on eltr. here and also at Okeene.

Hunter, Okla.—Vandenburg Bros., of Blackwell, are enlarging their eltr. to 20,000-bu. capacity.

Glencoe, Okla.—Babcock Bros. & Cheatham have bot Arch Winkler's eltr. on the Santa Fe.

Enid, Okla.—Wirt & Lyons will build an eltr. at every new station opened by the D. E. & G. R. R.

Lovell, Okla.—The Eastern Eltr. Co., of Marshall, has bot Ed. Stobaugh's eltr. on the D., E. & G. Ry.

Carmen, Okla.—The Frisco Grain Co. has sold its 8,000-bu. eltr. to the Enid Mill & Eltr. Co. for \$3,000.

Guthrie, Okla.—The Capital Grain Co., of this city, will build an eltr. at a switch 5 miles north, called Lawrie.

Frederick, Okla.—The Humphreys Mill & Eltr. Co. has let the contract to P. H. Pelkey for a 15,000-bu. eltr. on the Frisco.

Guthrie, Okla.—The Guthrie Milling Co. is building a 50,000-bu. cribbed eltr., with track and receiving sink on each side.

Sumner, Okla.—The Okeene Roller Mills, of Okeene, has bot the eltr. of E. J. Miller and will install an electric light plant.

Mr. Minett has succeeded Mr. Barber as mgr. of the eltrs. of the Home Grain Co. in Okla. Mr. Barber has had charge for the last year.

Ponca City, Okla.—The J. S. Hutchins Grain & Eltr. Co. is building a 10,000-bu. eltr. at Baddock, a new station, 5 miles west, on the Santa Fe.

Hobart, Okla.—The Linzee-Goodwin Grain Co. will build eltrs. on the new Frisco line from this place to Vernon, to Lawton and to Quanah, Tex.

Broken Arrow, Okla.—The Stevens-Scott Grain Co., of Wichita, Kan., will build a 20,000-bu. eltr. with corn sheller, cleaner, grinder and steam plant. Plans are being made by P. H. Pelkey.

Billings, Okla.—Henry Bird, formerly of Hutchinson & Bird, has accepted a position as solicitor for the Hinds & Lint Grain Co. and will cover Oklahoma and Indian Territories.

Blackwell, Okla.—McFarland & Stauffer, of Cropper, have bot Vilott & Ferguson's cleaning eltr. on the Santa Fe,

and will make their headquarters here after June 15, and will do track buying.

Tyner, Okla.—McFarland & Stauffer, whose headquarters will be at Blackwell after June 15, have bot Vilott & Ferguson's eltr. on the Santa Fe.

Elgin, Okla.—D. E. McAnaw is building an eltr. and will put in a lumber yard. Eltr. is off right of way. He has no track. He was suspended from the Grain Dealers Assn. of Okla. two years ago.

PENNSYLVANIA.

Pittsburg, Pa.—Keil & Thorne have removed to 201 Grain Exchange building.

Pittsburg, Pa.—H. G. Morgan & Co. have removed from the Bissell block to 209-10 Grain Exchange.

Braddock, Pa.—Geo. Moore's grain warehouse was burned on the night of May 10. Loss on contents of building, \$15,000.

Philadelphia, Pa.—Walter F. Hagar has been appointed pres. of the Keystone Eltr. Co. by the Pennsylvania R. R. Co. to succeed Harvey C. Miller.

Pittsburg, Pa.—Charles Culp, who has served the Grain Exchange as chief grain inspector for 13 years, says his record of the inspected receipts show the city's grain trade to be increasing. His father, Wm. Culp, the Exchange's first chief grain inspector, served in that capacity until his death.

Philadelphia, Pa.—The grain dealers of the city were entertained in a reception and luncheon at the opening of the new grain eltr. of the Pennsylvania Warehousing & Safe Deposit Co. May 10. About 200 business men took part in the celebration. The new eltr. has a storage capacity for 150,000 bu. The officers of the company are Geo. H. Earle, Jr., pres.; R. Y. Cook, vice-pres., and A. M. Bright, gen. mgr.

Pittsburg, Pa.—The Keystone Com'l Co. is building the largest fireproof warehouse in the world; in fact, it is a six-story steel building stretching over 3 blocks. When completed it will be divided into 44 separate warehouses with six tracks, to which all Pittsburg railroads will have access, running thru 1st story. The grain and storage business of the company will be transferred to the building as soon as completed.

Pittsburg, Pa.—The removal of the Pittsburg Grain Exchange from its old quarters in the McCance block to the Grain Exchange bldg. was accompanied by the customary last day celebration. The proceedings on the last day, May 11, were enlivened by bag throwing. When Pres. Phil Geidel called the session to order he was pelted with a sample of flour. The disturbance aroused Supt. McCance, whose inquiry was answered by a swat in the face with a sample of shelled corn. The negro janitor was converted into a white man with samples of flour.

Harrisburg, Pa.—D. W. Dietrich, of Philadelphia, has leased the Paxton flouring mill, cooper shop, etc., at South Harrisburg, from C. H. Dempwolf, of York. Mr. Dietrich will put the plant in complete working order to grind spring, winter and Kansas wheat. The improvements are expected to be completed by July 1. Mr. Dietrich is a member of the Philadelphia Commercial Exchange and of the New York Produce Exchange. For the past few years he has operated the Mountain City Flour Mills, at Frederick, Md., The Seaboard Mill, at Read-

ing, and the Philadelphia Mill, at Philadelphia.

PITTSBURG LETTER.

Only call for an occasional car of rye, as the season is about over.

Millfeed is still depressed. It is able to make no headway. Nevertheless, dealers are advising their western correspondents to allow their shipments to come forward, apparently having confidence that conditions must improve.

Straw of all kinds is on the upward move, and the request is much more to the front than it has been for some weeks. Supply has not been equal to demand for a week, and quotations are stronger for both oat and wheat, while rye is holding its own with firmness.

Prices of oats are higher and much firmer than they were, and there is more profit in the selling. Ever since the opening of the present year there has been a depressed market for oats which is just now righting itself, and dealers are taking heart over the improvement.

Business in the new quarters of the Grain & Flour Exchange has been eminently satisfactory, and there is a state of immense satisfaction expressed concerning the move. The dealers who have offices in the new building are enthusiastic when talking of the advantages of their new location, as they are enabled to communicate much more readily with each other than before, and this enables them to transact much business that would otherwise have gotten away from them.

Ear corn is holding firm, and there is a strong ruling price, which is still readily obtainable for No. 2 yellow, although there is not the dearth of supplies that prevailed two weeks ago. Existing quotations are a trifle higher than the well elevated figures which have ruled for some time, and there is little trouble found in disposing of all receipts. Dealers are not so hard pressed to find enough to accommodate buyers as they were for a time, but there is no more than enough, and the situation has lost none of its firmness.

Shelled corn is doing much better than when last reported. Arrivals are very light, and there is hardly enough to go round. Demand has shown considerable improvement during the last two weeks, and prices have advanced. The market is strong, partly in sympathy with western conditions, but also on account of the more active local demand. Although there is not at this writing the hustling anxiety on the part of buyers to secure stock that marked trading a few days ago, there is a steady call for all that is coming in, and no difficulty is experienced in finding buyers.

The druggish condition of the hay market has disappeared and the buyer found himself without stock at a time when the market was advancing. Now he cannot buy to so good advantage as he might have bought a week ago. He regrets this of course, but it is another case of better hindsight than foresight. Best grades of hay of all kinds are doing better than for a long time. Inferior stock has not improved, nor is it likely so to do, for it is not wanted. Especially is this true of poor clover, which is out of season, and has no chance for sale. It is much better not to send it along at present. There is some call for strictly No. 1 clover and clover mixed, but it does not take much to satisfy the somewhat limited demand.—C. H.

SOUTH DAKOTA.

The Tri-State Grain Dealers Assn. will hold its annual meeting June 21 and 22 at Sioux Falls, S. D.

Brookings, S. D.—The Atlas Eltr. Co. is tearing down its old eltr. and will rebuild immediately on the site.

Huron, S. D.—The Huron Milling Co. has let the contract for a 20,000-bu. cribbed eltr. to the Younglove & Boggess Co.

Doland, S. D.—The Sleepy Eye Milling Co. will completely overhaul its eltr. The Younglove & Boggess Co. has the contract.

Hartford, S. D.—The eltr. of A. A. Truax was struck by lightning May 9 and burned with the coal sheds and about a carload of grain, mostly wheat and barley. Loss, \$5,000; insurance, \$2,000.

Humboldt, S. D.—The eltr. to be built by the Farmers Eltr. Co. will have 20,000-bu. capacity. The company has not awarded the contract and will be ready for sealed bids May 27. F. J. Mundt is secy.

SOUTHEAST.

Atlanta, Ga.—T. N. Hall, a well known grain broker, died of apoplexy May 7, aged 60 years.

Gates, N. C.—The hay and grain warehouse operated by Hinton & Co. burned May 6, with nearly the whole business portion of the town.

Charleston, W. Va.—The feed mill of J. A. Carr was struck by lightning May 11 and was damaged to the amount of \$12,000 on plant and stock. Mr. Carr is building a new and up-to-date mill and will not rebuild the old plant. The new mill is expected to be completed by Aug. 1.

TENNESSEE.

Knoxville, Tenn.—The Knoxville City Mills Co. will build a warehouse and grain storage house with capacity for 200,000 bus. of grain.

Columbia, Tenn.—The new plant of the City Grain & Feed Co. has been nearly completed. A private fire-fighting apparatus is being installed.

Nashville, Tenn.—Fire did about \$1,000 worth of damage in the grain and hay warehouses of R. H. Worke & Co. May 18. The cause of the fire is not known.

Nashville, Tenn.—Harsh Bros. & Co. will build a 25,000-bu. eltr. It will have capacity for 20 cars a day. The contract for the construction has not been awarded.

Mt. Juliet, Tenn.—The Mt. Juliet Milling Co. incorporated, \$6,000 capital stock. Incorporators, F. A. Martin, J. C. Loyne, W. E. Fields, W. D. Martin, Leroy McCannon and N. G. Robertson.

Paris, Tenn.—The Paris Milling Co. is building a 30,000-bu. eltr., which with the present house will give capacity for 70,000 bus. The new structure will consist of 2 steel tanks, 25 ft. in diameter and 40 ft. in height.

Nashville, Tenn.—We are indebted to N. S. Graves, secy., for a copy of the annual statement of the trade and commerce of Memphis for 1904, containing a list of members and a review of the different branches of trade.

Nashville, Tenn.—W. G. Anderson, of Williams & Anderson, has retired from

the grain business and will engage in farming. W. G. Worsham, of Gallatin, has formed a partnership with J. A. Williams and they will conduct the business the same as formerly.

Memphis, Tenn.—Willis Dickson & Co.'s bankruptcy case had another hearing May 19 before Referee Jordan, but no progress was made toward straightening out the tangle. The management of the Choctaw Eltr., which was believed to hold oats valued at \$3,000 for the defunct firm, claims that Willis Dickson & Co. are overdrawn.

Nashville, Tenn.—Ed. F. Lowe has severed his connection with the firm of Wade & Lowe and has purchased an interest in the firm of Roddy, Williams & Co. Mr. Williams will retire from the business and the business will be carried on by Mr. Roddy and Mr. Lowe. Mr. Wade will remain in the grain business without a partner.

TEXAS.

Oklunion, Tex.—J. A. Cox is building an eltr.

Gainesville, Tex.—The Whaley Mill & Eltr. Co. is building an eltr. at Byers.

Stephenville, Tex.—Patton Bros. & Co. have succeeded the Reil & Patton Co.

Ft. Worth, Tex.—E. R. & D. C. Kolp, Jr., are adding 30,000-bus. storage to their eltr.

Clifton, Tex.—P. E. Schow & Bros. have purchased the mill and eltr. of the late W. S. Helm.

Celina, Tex.—The Celina Mill & Eltr. Co. has increased its capital stock from \$50,000 to \$65,000.

Port Bolivar, Tex.—The Gulf & Interstate Ry. will soon have terminal eltrs. under construction.

McKinney, Tex.—A firm under the name of Hill & King has been organized to succeed Hill & Webb, Mr. Webb retiring.

Temple, Tex.—The Werkheiser-Polk Mill Co. has about completed its 2 steel storage tanks, which have capacity for 50,000 bus. each.

Houston, Tex.—The South Texas Grain Co. has let the contract for the erection of its 1,200-bu. corn mill to Sprout, Waldron & Co.

Midlothian, Tex.—The Midlothian Grain & Lumber Co. is adding about 20,000 bus. store room to its mill and eltr. by erecting steel tanks.

Ft. Worth, Tex.—The Doggett Grain Co. will build a 40,000-bu. cleaning and transfer steel eltr. It will be operated by the Sanger Grain & Eltr. Co.

Waco, Tex.—The Waco Mill & Eltr. Co. has bot the two mills here and will consolidate them. The stock is controlled by F. Kell, M. Lasker and Eugene Early.

Ft. Worth, Tex.—Mugg & Beckham Co. incorporated, \$20,000 capital stock, to deal in grain and fuel. Incorporators, John A. Mugg, A. F. Crowley and H. Beckham.

Wichita Falls, Tex.—W. C. Heath, who operated the old Victor Mills, has purchased the E. R. & D. C. Kolp eltrs. at Henrietta, Wichita Falls, Iowa Park, Harrold and Chillicothe.

Wichita Falls, Tex.—The Wichita Mill & Eltr. Co. is building small eltrs. at Mabel, Dean, Petrolia and Byers on the

W. F. & O. Ry. and Bellevue and Oklahoma on the F. W. & D. C. Ry.

Higgins, Tex.—The Higgins Grain Co. incorporated, \$5,000 capital stock, to construct and operate gins, mills and grain eltrs. Incorporators, W. F. Reugh, A. M. Winsett, W. D. Clark, J. P. Hartfield and W. O. Barton.

One of the reasons for setting the date of the annual meeting of the Texas Grain Dealers Assn. for June 6 and 7 was that the crop is later than formerly. Those attending the convention of the Grain Dealers National Assn. June 2 and 3 who wish to meet Texas dealers will have to resort to wireless telegraphy or some other system to cover the distance intervening between Niagara Falls, N. Y., and Fort Worth, Tex.

Fort Worth, Tex.—At a meeting of local grain dealers and millers in the rooms of the Board of Trade May 10 the Fort Worth Grain & Flour Assn. was organized, with G. C. Mountcastle of the J. Rosenbaum Grain Co., as pres.; E. G. Rall, of the Medlin Milling Co., as vice-pres., and T. G. Moore, of the Dazey-Moore Grain Co., as secy.-treas. Others present were F. M. Rodgers, S. H. Ransom, R. M. Kelso, J. A. Stephenson and E. R. Kolp. The entertainment of the Texas Grain Dealers and the Texas Millers Assns. was discussed.

WASHINGTON.

Odessa, Wash.—The Big Bend Grain Co. has started work on its warehouse.

Kennewick, Wash.—Watson Bros. have made application to the railroad for a site on its right of way. When secured they will build a grain warehouse and feed mill.

Tacoma, Wash.—The Washington Millers Assn. has effected a temporary organization at a recent meeting, with John T. Bibb, mgr. of the Tacoma Grain Co., as secy., and A. M. Ingersoll, pres. of the Tacoma Warehouse & Sperry Mills, as pres. Many of the representative millers of the state were present.

WASHINGTON LETTER.

Lewiston, Idaho.—Bramlett & Siegrist, of Pomeroy, Wash., have purchased the Lapwai Flouring Mill Co.'s property near here, and are making arrangements to improve the plant.

Tekoa.—The Pacific Grain Co. has purchased 160 acres of land near here for \$16,000. A portion of it will be platted into city lots, thereby making an addition to Tekoa. The remainder will be sold in small tracts for farming.

Walla Walla.—Orders have been received for practically the entire output of grain bags at the penitentiary up to and including the month of July, and as a result no more advance orders with deposits are to be accepted. This is an unusual record.

Spokane.—The flour mills of this city manufacture about 860,000 barrels of flour every year. Of this amount comparatively little is used for local consumption, $\frac{7}{8}$ of it being shipped away. It is claimed that Spokane, with her railroad facilities, exceptionally fine water power, should soon rival Minneapolis as a milling center. At present the annual wheat crop of the state averages 28,000,000 bus., and most of it is sent away whole.

Walla Walla.—The request of W. W. Raymond and other wheat shippers of this county for a readjustment of wheat

freights from the east and south of Winona junction to eastern points, has been granted by the O. R. & N. Co. Shippers west and north of Winona had a rate of 6 cents a bu. less than Walla Walla county paid, although the haul from the latter place was shorter. Shippers from points east and south of Winona felt discriminated against and made a protest. The railway officials, after a conference, refused. The Commercial club then took up the matter with the intention of prosecuting the case. The railroad, seeing that a fight would be made for readjustment, granted the request.—M. E.

WISCONSIN.

Beldenville, Wis.—H. O. Junkman is putting in the foundation for his eltr.

Barton, Wis.—W. F. Cadow has bot the mill and eltr. and succeeded Chas. J. Suckow.

Prescott, Wis.—Ed Haviland, a former grain and feed dealer here, died recently at Truxton, N. Y.

Madison, Wis.—The senate has passed the bill compelling the use of safeguards on corn shredders.

Milwaukee, Wis.—J. H. Saxton, at one time a grain commission merchant, died recently at Charles City, Ia.

Madison, Wis.—Governor La Follette's appointive railroad commission bill passed the senate May 18.

Menasha, Wis.—The Walter Bros. Brewing Co. will build an eltr. in connection with its plant. It will have capacity for about 50,000 bus.

Milwaukee, Wis.—The Chamber of Commerce directors recommended and the members adopted a rule permitting the delivery of No. 3 corn at a 5-cent discount, the same as at Chicago.

Osceola, Wis.—The office of the Osceola Mill & Eltr. Co. was entered recently by burglars, who blew open the safe but missed the cash. They took a money order and 2 or 3 checks.

Oconto, Wis.—Louis J. Rens, local agent for the H. E. McEachron Co., shot himself May 10, while the company's auditor was checking his accounts. His body was found in a barn to which he had ridden on his bicycle. For 20 years he had been in the employ of the company and was the only one of its agents not required to furnish bond. He is said to have purchased and shipped thousands of tons of hay for which the company has received no returns. The company's loss has been exaggerated and will probably be less than \$5,000. The company regrets that Mr. Rens took the matter to heart, as the shortage could no doubt have been adjusted and his life have been spared to his family.

Superior, Wis.—The large eltr. firms deny having made an agreement with the Board of Trade for grain inspection. A bill to permit the Minnesota inspectors to grade grain at Superior was introduced in the legislature May 11. The superior Board of Trade has forwarded to the state a surety bond for \$4,000 to guarantee the state the salaries of the new grain and warehouse commission. The suggestion by the Board of Trade to the eastern exchanges that they assist in securing good men for the commission has met a favorable response, the Buffalo Chamber of Commerce writing May 12 that that Chamber would recommend the names of several men in whom the trade has confidence to the governor of

New York for membership on the commission.

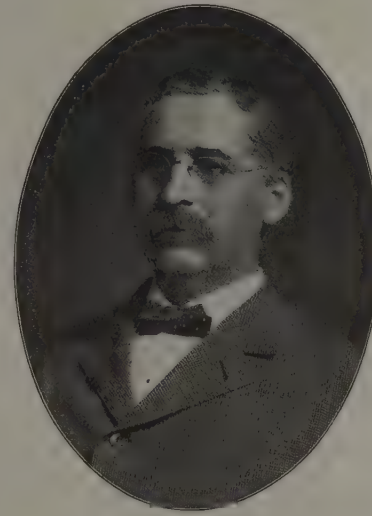
MILWAUKEE LETTER.

It is expected that the local Board will be well represented at the annual convention of the Grain Dealers' National Assn.

Reuben H. Donnelly, of the firm of Knight, Donnelly & Co., Chicago; A. A. Truax, of Mitchell, S. D., and Geo. H. Upham, of Milwaukee, were recently elected members of the Chamber of Commerce.

The commercial bodies of Milwaukee have taken action in favor of the new Milwaukee-Southern Ry. by the adoption of memorials to the legislature calling for the passage of a law which will enable the line to obtain a right of way into the city.

Considerable wheat had begun to move down the lakes from this port when the



E. L. Rogers, Philadelphia.

option market started on its wild career, but the loading out soon stopped, and some wheat shipped from one of the Superior ports was even brought back to be sent by rail to Minneapolis, so it is said.

The new state railway commission has a tough job cut out for it, and many there are who predict that the outcome will be dire failure; after all. Certainly, the governor will need to be wise in his appointments, and better men must be named than those thus far mentioned, for none of these has the requisite qualifications.

There has been some trading in cash wheat when the speculative market was not having spasms, but the dearth of receipts cut it down to a minimum. Coarse grains, on the other hand, have gone off fairly well, and shippers will find this a good market for such. Good malting barley, choice oats, sound, dry corn and milling rye are in the lead.

The reiterated story in the local press that the administration's figures proving railroad discriminations against the shippers of Wis. were compiled by a clerk in one of the grain commission houses here caused a smile to go round on 'Change recently, where the real facts are known. The figures in question are credited to a prominent officer of the Ch. of Com., who for some reason does not care to have his identity disclosed.—I.

E. L. Rogers & Co., Incorporated.

For the purpose of recognizing the faithful services of his old employees and the perpetuation of the firm name, Col. Rogers of Philadelphia, whose success in the grain commission business spreads uninterruptedly over forty-two years, has incorporated the firm of E. L. Rogers & Co., with a capital stock of \$100,000.

Mr. Rogers is not as young as he was when he wandered from the farm to the Quaker City and started in to carve out a future for himself, but he still counts himself as one of the young men of the trade, and will continue to give his personal attention to the business as heretofore, acting as president and general manager of the new company.

His son, Chas. M. Rogers, who has also been identified with the company for ten years, is vice-president and treasurer. H. C. McIntyre is secretary, and M. P. Holland is manager of the hay department.

These gentlemen own all the stock of the new company and comprise the board of directors. They will give their time and attention to the same line of trade as heretofore, hoping by the change to place themselves in a stronger position to serve their customers.

Fear'd to Use Free Seeds.

Congressman Hull, of Iowa, received a letter from a rural constituent to whom he had sent a package of free seeds.

The seeds came from the Department of Agriculture, and were inclosed in one of the regular franked government envelopes. On the corner of each of these envelopes appear this legend: "Penalty for private use, \$300."

A few days later Mr. Hull received a letter from his constituent which read: "Dear Mr. Hull: I don't know what to do about those garden-seeds you sent me. I notice it is \$300 fine for private use. I don't want to use them for the public. I want to plant them in my private garden. I can't afford to pay \$300 for the privilege. Won't you see if you can't fix it so I can use them privately, for I am a law-abiding citizen, and do not want to commit any crime."

Philippine Imports and Exports.

Hay imports into the Philippines for the 11 months prior to Dec. 1, 1904, were 3,635 tons; compared with 1,455 tons for the corresponding period of 1903.

Rice imports into the Philippine Islands during the 11 months were 560,296,632 pounds; compared with 720,839,790 pounds for the corresponding months of the preceding year.

Philippine imports of beans and peas during the 11 months were 37,673 bus.; compared with 65,450 bus. for the same months of the preceding year.

Breadstuffs imports into the Islands for the first 11 months of 1904 included 68,839 bus. of grain and 171,397 barrels of wheat flour; compared with 65,968 bus. of grain and 181,392 barrels of wheat flour for the corresponding months of 1903.

Philippine exports of hemp for the 11 months of 1904 prior to Dec. 1 amounted to 112,771 tons; compared with 121,225 tons for the corresponding months of the preceding year, as reported by the War Department.

Seeds

A large dealer in clover seed in England has failed.

Okemos, Mich.—Clover looks fully 100 per cent.—John I. Saltmarsh.

Oxford, O.—Clover and grasses are all in good condition.—McDill & Hilday.

The Prior Seed Co., of Minneapolis, Minn., will erect a brick store costing \$10,000.

Elmwood, O.—Clover in first-class shape; no freezing out last winter.—F. S. Hanley.

Kendallville, Ind.—The new clover crop is looking exceptionally fine.—Campbell & Co.

D. A. Mossman & Co.'s seed store at Huntington, W. Va., collapsed Apr. 27, after a gas explosion.

The Eagle Seed Warehouse & Elevator Co. has been incorporated at Louisville, Ky., with \$25,000 capital stock.

C. C. Norton of Greenfield, O., contemplates improving his seed cleaning department by the addition of new cleaners.

The average date of seeding clover in Ohio was Mar. 24; and the condition May 1 was good; acreage 91 per cent. says the state board of agri.

The condition of clover in Wisconsin ranged from 101 to 103½ per cent on May 15, as reported by John M. True, secy. of the state board of agri.

E. E. Nutt, pres. of the Sidney Grain & Milling Co., Sidney, O., reports clover as looking well. It stood the winter without damage from freezing out, and covers the ground. Excellent prospects.

Leslie M. Shaw, secy. of the Treasury, gave notice May 9 to customs officers that the law requiring 2-oz. samples to be taken of all importations of 100 pounds or more of grass seeds would go into effect July 1.

The October clover seed option usually sells higher in October than during the summer months; 1901 was an exception, the market then declining \$1 between summer and fall. Seven years ago the October option at Toledo sold as low as \$3.20.

The imports of seeds into the Philippine Islands during the 11 months of 1904 prior to Dec. 1 amounted to 550 pounds of timothy and flaxseed; compared with 1,410 pounds for the corresponding months of 1903, with no clover seed imported either year, as reported by the War Department.

The Supreme Court of the United States on May 15 reversed the decision of the circuit court on the ownership of timothy seed valued at \$15,773 deposited by Alexander Rodgers with the National Storage Co. The parties to the suit are the First National Bank of Chicago and the Chicago Title & Trust Co.

A Hamburg, Germany, seed dealer writes C. A. King & Co.: April has showed inclement weather, and in consequence, clover fields do not look well. It is of course too early to say anything definitive about our crop, all will depend on the weather, and with good weather in the next months much may be improved.

Seed exports for the 9 months prior to Apr. 1 were 9,938,898 pounds of clover seed, 1,088 bus. of flaxseed, 13,855,775 pounds of timothy seed and other grass seed valued at \$258,270; compared with 6,331,617 pounds of clover seed, 757,977 bus. of flaxseed, 11,392,058 pounds of timothy seed and other grass seed valued at \$270,677, for the corresponding months of the preceding season, as reported by O. P. Austin, chief of the bureau of statistics.

Most farmers wait until the tops are well browned and the result is they don't get as much clover seed as they would if they clipped in before the plant got too ripe. One of our best Ohio seed shippers claims he has educated the farmer to do

this with fine results. They get a big yield of clover, good prices, etc. We happened to drive in his vicinity the other day and there was a big clover acreage, which speaks for itself.—J. F. Zahm & Co.

Books Received

NEW YORK PRODUCE EXCHANGE Statistical Report is a publication distinct from the annual report of the Exchange, and embraces only statistics prepared by the statistical department of the Exchange, for the year 1904. The receipts of grain and flour at 24 markets for each of the past 6 years are given, as well as exports from seaboard and gulf, the daily prices of all grains, beans and seeds, price of the leading futures, and lake, canal and ocean freights. Cloth, 147 pages.

INTERSTATE COMMERCE COMMISSION 18th Annual Report.—The Interstate Commerce Commission in its annual report to congress makes very instructive comments on the events of 1904. Among the many topics discussed by the Commission in its report are Regulation of Rates, Terminal Railroads, Uniform Bill of Lading Investigation, Allowances to Elevators, Unjust Discrimination. During the year 487 complaints were filed with the Commission; and the Commission held 58 hearings to investigate alleged violations. Bound copies of the 114-page pamphlet will soon be issued by the Commission.

PEYCKE'S GRAIN CODE and Directory for the grain, milling and feed-stuff trade is the only code that wires 2 cipher words in 1. Every word in this code is composed of 5 letters, consequently 2 may be combined in the telegraph companies' 10 letter limit. The expense of telegraphing is thus cut in two. Code words are given for all prices, numerals, quantities, grades of grain, feed, flour, hay, straw, broom corn, inspection, conditions, offers, orders, insurance, routes and shipping. The phrases are exceptionally well chosen in their adaptability to present trade conditions. Names of all the thousands of firms using the code are given in 70 pages of the book, with the class of business engaged in and the commercial rating of each. A new directory will be issued Nov. 1 to all paid subscribers, and thereafter annually. Paper cover; 218 pages, 4½x8 ins. Peycke Bros., Los Angeles, Cal. Price, \$2.



What Goes Up Must Come Down.—Minneapolis Journal.

The corn trade of Liverpool has used the cental as the unit or standard for a long time, but, strange to say, its use is practically confined to one class of transactions, viz, sales of wheat or maize (Indian corn) after delivery, i. e., on delivered terms. Purchases are made by Liverpool traders on the basis of the recognized standards of weight of the country of origin—that is, the cost, freight, and insurance terms on grain sold to arrive or on passage are based on the standards of weight of the country of origin; but after arrival the standard of weight for sales is the cental (100 pounds). This is confusing to most persons not in the corn trade, particularly as the term used generally as the standard of weight for grain almost the world over, the "quarter," varies in different countries.

Elevator Boots.—II.

BY R. M. PIERCE.

Causes, and Effects, of Chokes.—Feeding into "Front" or "Up Leg." One writer has expressed his views as to the most common causes as follows:

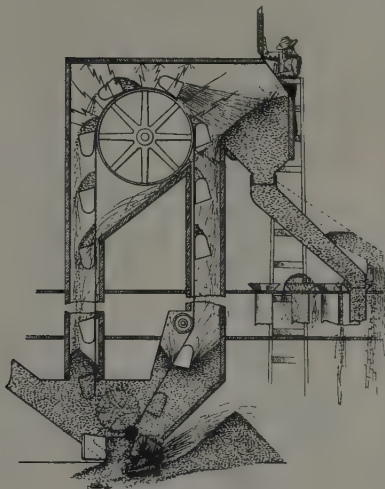
"Slowing up of motive power, slipping

ANY OF THE SEVERAL CAUSES IS TO STOP THE FLOW OF GRAIN TO THE BOOT AT THE RIGHT TIME. The annoyances of choking legs are unbounded, and constant watchfulness only partly prevents them at best. A leg has choked in my elevator with a man on watch, with his hand on the feed lever and nothing to do but keep it from choking.

"The damage from chokes is great in large plants, and in smaller ones is in proportion. Mutilated cups and belts, burned belts and frictions, broken shafts, etc., are all very expensive. Besides there is the loss of time of the plant and of the men, which is sometimes for days, but more often hours."

An insurance journal recently wrote that "chokes occur in two general ways—in the 'up' leg, and in the 'down.' The latter due to defective discharge spouts, which may fill up and tail back into the down leg, as shown in Fig. 2, or not catch the entire discharge from the buckets as they empty themselves. Whatever the cause of the choke in either leg, it results in too much grain in the boot, and as the belt cannot continue to move freely, the pulley turns under it producing heat enough to start a fire, and would burn off the belt in a few minutes if not stopped. The unfortunate thing about such fires is, that they ignite the leg from pit to cupola almost instantly, and the seat of the trouble is difficult to locate from observation."

The above is sufficient to call attention, and illustrate in a general way the usual causes, well known to all operators of elevators, of chokes in the "up" leg of



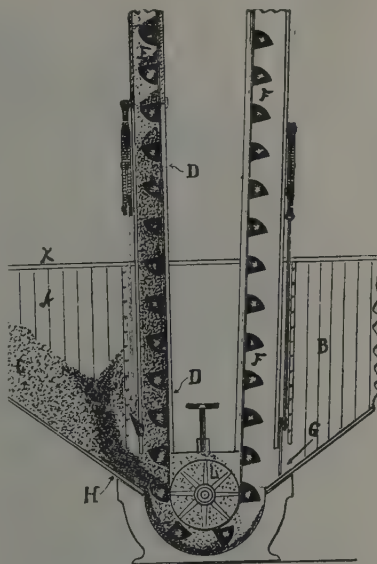
Elevator Boots. Fig. 2.

of belts, drawing from bins containing dry and damp grain, collection of grain on pit hoppers in drawing from bins, and the mass sliding into the boot; also obstructions in the head spout carried therewith in the grain, as, for instance, empty grain sacks, bunches of hay, straw, rags, paper or blocks of wood. All these are commonly found in farmer's loads of grain. I have had a head spout clogged with a farmer's dinner box, dinner included.

"Chokes are primarily from many causes, but the secondary action is the same as in all cases, namely, a delivery of more grain to the boot than can be carried away by the cups. Whether it be by hauling it through the head, owing to an obstructed head spout, or by feeding too fast, or by falling away of the speed, the final conditions in the boot and leg are exactly the same.

"In Fig. 1 herewith is shown an open view of the lower portion of a leg in process of choking, presumably from a lagging engine. A shows the front pit partly filled with grain marked C. DD shows the surplus grain which has passed through the feed opening, H, and been pumped up the leg casing by the cups. E shows the overfull cups after passing through the blockade of grain. FF shows the empty cups returning; G, the back feed gate; B, the back pit; K, the working floor, and L, the boot pulley. The dark shaded part of the grain near H shows its movement when the leg is working normally.

"Referring again to the cut, when the grain rises in the leg, as shown by D, the motion of the belt is retarded and slowly but surely comes to a standstill. If before losing too much speed the feed gate should be closed, the empty cups, FF, quickly carry away the blockade, DD, and the belt at once resumes its normal speed. Therefore, I will say THAT THE ONLY WAY TO PREVENT A CHOKE PRODUCED BY



Elevator Boots. Fig. 1.

a grain elevator. I will attempt to illustrate in a subsequent article other causes of chokes in the back leg

With the duty of \$1.10 a gallon, off alcohol used for manufacturing and in the mechanical arts, it could be produced as cheaply as kerosene from corn and used as fuel in the noncoal producing states, says Representative H. S. Boutell, chairman of the subcommittee on internal revenue of the house committee on ways and means.

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Metal Clasp Flour and Grain Envelopes

Best on the Market

More of this style used than all others combined. Write us for prices.

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Mfrs. of the Minster Friction Clutch Pulley Friction Cut Off Couplings; Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

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SUCCESS

You know you should not make a Success in the Grain business if you had not spent years studying it and yet you attempt to trade in the options and in Stocks without knowing ALL about it.

We give up all of our time to studying the markets and market conditions. You ought to know us and our methods.

Our book Success will explain our ideas. It will cost you only the time in which to read it. Send for it today.

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Est. 1900.

Inc. 1902.

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CHICAGO GREAT WESTERN RY.

To points in Arizona, Arkansas, Assiniboia, British Columbia, Canadian Northwest, Colorado, Idaho, Indian Territory, Iowa, Kansas, Manitoba, Mexico, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North and South Dakota, Oregon, Texas, Washington and Wyoming at greatly reduced rates for the round trip. Tickets on sale May 2nd and 16th and June 6th and 20th. For further information apply to F. P. Lasier, City Passenger and Ticket Agent, 115 Adams St., Chicago.

New Quarters of Pittsburg Exchange.

Pittsburg's Grain and Flour Exchange has taken another step forward and given conclusive evidence of greater prosperity than even its own members thought possible a few years ago. Having long since outgrown its cramped quarters in the old McCance block, members were naturally quick to respond to the invitation to occupy the building formerly used by the executive officials of the Pennsylvania Railroad.

The building is a substantial modern fireproof brick structure of five stories located at Penn Ave. and Tenth Street. It has all the latest comforts and conveniences. The Exchange rooms are on the third floor, have a high ceiling, large windows and light from three sides. The rostrum places the auctioneer above the bidders so as to facilitate the selling of grain and hay at the daily call which occurs at 11 a. m.

A large room just off the main hall affords a commodious and convenient room for the Board of Directors. Private offices for Supt. Alexander and Chief Inspector Culp are provided at the rear of the main hall.

On the same floor is the office of Hardman & Heck. On the floor below are the offices of R. S. McCague, C. A. Foster, H. G. Morgan & Co., N. Morton, Geidel & Dickson and Keil & Thorne. The upper floors are to be subdivided to suit the other grain men who will no doubt move to the building soon as their present leases elsewhere expire.

The centralization of the grain receiver's offices in one building is sure to inure to the benefit of the market and to the pecuniary advantage of the firms so located.

THE OPENING.

One thousand invitations to the Opening of the new rooms were sent to the trade and the room was well filled when President Philip Geidel called the meeting to order at 11 a. m. May 11.

The bright, clean appearance of everything impressed one that the quarters surely were new. The profuse decorations of flowers, palms and ferns showed that loyal pride had prompted members to enter into the spirit of the occasion with zealous earnestness.

Pres. Geidel welcomed the dealers to the new rooms and then introduced Capt. R. D. Elwood, the first Pres. of the Exchange, who had been delegated to act as Chairman of the occasion.

The Captain reminded members that the prosperity and growth of the Exchange depended not upon magnificent quarters, but upon the integrity and energy of members.

R. S. McCague read a short history of the Exchange, from which we take the following:

THE PAST OF THE EXCHANGE.

In looking over my papers lately I found an old Postal Card, which reads as follows:—"You are respectfully requested to attend a meeting, at the Office of D. G. Stewart (347 Liberty St.) at 2 o'clock Wednesday afternoon, May 3rd, 1882, for the purpose of organizing a Grain & Flour Exchange."

A number of Exchanges had been started before this, but they were very short-lived; a few weeks generally sufficed to see them laid away. The custom, at that time, was for each dealer to confine himself strictly to his own business. I recall a very singular state of affairs, as it seems now, viz., that the wholesale trade was not even

acquainted with each other, by sight, (all of them).

It was also customary to accept all the advantage one could get, in the way of rebates or special rates and then proceed to make it as lively for competitors as possible. Of course, nothing of that kind is done now. Selfishness is hard to overcome, but there is no better antidote for it than mutual acquaintance and intercourse and the merging of our own interests in that of the trade in general.

On the afternoon of May 3rd, 1882, when we met at Mr. Stewart's office, grim determination was written on the face of everyone. It was a full representation of the grain trade both wholesale and retail. We elected our officers, who, by the way, are all here today, viz., R. D. Elwood, Pres., Peter Keil, Vice-Pres., D. G. Stewart, Sec'y., R. S. McCague, Treasurer.

We took steps for procuring a charter, and appointed a Committee to rent a suitable room. Our Room Committee lost no time for our formal opening took place the 13th of the following month (June 1882). It was difficult to get suitable quarters so the Committee was obliged to accept the rear half of the second floor of a building on Liberty St. opposite the mouth of Seventh Ave. The building was occupied by the Henry Auction Company and was known as No. 283.

We entered from the street by a long narrow staircase, and an equally narrow hallway, at the end of which a door opened into the room, which was about 50 feet long, by 25 feet wide with windows on the alley back. There was an elevator shaft, in the rear of the room, which was neatly encased with flooring boards, so that the working of the machine was not visible—it interfered somewhat with the light, but otherwise was not much of a disadvantage.

While the most enthusiastic friend of the Exchange might not call it a hand-

some room, it suited our purpose. We sent out invitations to the Opening and had quite a crowd. William C. Moreland, the City Attorney, (who had procured our Charter) made the opening speech. Mr. B. McCracken spoke, and in the course of his remarks told one of his characteristic jokes, which, I remember well, and, no doubt, there are others here who can do the same. Mr. Veach was another speaker, also others, but I have forgotten who they were.

The Exchange was safely and auspiciously launched, and all went to work with a will. The Committee had provided plenty of chairs, a table and a mallet. The President (our worthy Chairman of today) was auctioneer (ex-officio) and by dint of hammering the table, and exercising his lungs, to their utmost capacity, managed our call admirably.

Mr. E. B. Mahood was the plunger of that period. He set a good example by making sales in five or ten car lots, which was new to most of us. Our daily meetings were well attended from the first. Probably the distinguishing feature of the Exchange, at that time, was the number of arbitrations. To be a member of the Arbitration Committee was surely no sinecure. It was good practice, however, and the members were soon educated to take an unprejudiced view of their own cases.

We remained in this room about one year. Previous to this time there had been considerable rivalry between the Produce Dealers and the Grain Dealers. Each party started an Exchange, but the differences were finally adjusted, and the two Exchanges were merged into one, at a meeting held at our Exchange Rooms, 293 Liberty St. This meeting was held March 3rd, 1883. The Grain Exchange had secured new rooms, at the corner of Garrison Alley & Liberty St., in the building formerly used by the Keystone Bank. The rooms were on the second story, well lighted and com-



New Quarters of the Pittsburg Grain & Flour Exchange.

modious, with a good Directors Room in the rear. Unfortunately our minutes do not show the exact date on which we dedicated the rooms, but it was about April 1st, 1883. We have no minutes of that meeting, but I recall it as very creditable. We remained in these rooms until about April 4th, 1891, when we secured accommodations in the McCance Block, which we have just vacated for our present location.

Our Superintendent (Mr. O. C. Alexander) was elected March 8th, 1884, beginning his work shortly after, and has remained with us ever since as a most faithful and efficient officer. His continuous service of over twenty years is worthy of more than a passing note. So far as I have ever heard there has not been a single complaint or criticism regarding his work.

We started with a membership of about seventy. When the consolidation with the Produce Exchange took place, this was increased away beyond our means—reaching probably three hundred—this has gradually been reduced to the present number of seventy-two, which is possibly a trifle less than we need, or could use to advantage, but the scarcity of shares has created an active inquiry for them with quite a substantial advance in value. There is no speculation, as each one holding a share of stock is obliged to retain it for it represents his membership in our Ass'n, and none but members are allowed to deal on the floor.

We note, with sadness, that some of the familiar faces and active workers of 1882 are not with us today. Mr. John Hood threw all the energy of his nature into the work—venerable in appearance he had the sprightliness of a boy, and the best he could give was always at our service. Mr. B. McCracken we remember with pleasure. We laughed at 'all his jokes for many a joke had he', but, to him more than, perhaps, anyone we are indebted for the compilation of our By-Laws. No one unacquainted with the labor involved would credit the amount of work it required.

Mr. Schomaker, with his sprightly manner, keen wit and shrewd business capacity was always a benediction. How well we remember these men—nor have our losses been confined to those in advanced life. John McCaffrey and Frank Elwood we have missed sadly. All the energy of their young manhood could have given us, as the years rolled on, would have been of inestimable benefit. We may not refer to all who have gone into the great beyond, but we honor their memory and take this occasion to express our tender regard for them.

I need hardly say that our history is a record of steady progress. By united action we have obtained concessions that could not otherwise have been obtained. We have insisted on the sacredness of contracts and carried out to a marked degree the purpose for which we were organized.

Our methods of doing business have been systematized, so that contrasting them with those of twenty-three years ago we can scarcely realize the change which has taken place.

Chairman Elwood read telegrams, expressing regrets, congratulations and best wishes.

J. W. Smith read a paper dealing with The Present, from which we take the following:

THE PRESENT OF THE EXCHANGE.

We are led by the reminiscence to which we have just listened, to inquire what has the past years of the Pittsburg Grain Exchange accomplished. Has it gained strength as it has added years? Or, has it lost strength and usefulness, such as its founders hoped it should attain? It is an encouraging sign that it has not been cast aside as something unworthy of the present age; still more encouraging to see the sign of rehabilitation. You have from this hour cast aside the old and time worn garments with which you were clothed in the old rooms, and have this day put on the raiment of cleanliness and brightness and with facilities for enlarged usefulness. The new rooms in which you are convened on this auspicious day should be an incentive to all the members of the Exchange to be worthy of the higher aims of life. Environment has much to do in the elevation or degradation of man. The beautiful is an

incentive—to those who are fortunate enough to come in contact with it—to nobler aims, nobler aspirations and nobler deeds. It is to be hoped that each member will today be enabled to cast aside any and all doubtful and demoralizing methods of business, and henceforth strive for the upbuilding of the Grain and Hay trade of the Greater Pittsburg, instead of harboring petty jealousies. Let all work together for the common good, and this Exchange will take such bounds and leaps as will astonish even itself. And, how shall we work for the general good?

In the first place, let us urge that honest dealing be inculcated in the heart of every member of the Exchange, so that rivalry for business will not lead to methods or ways of increasing the volume of trade that would cause a blush to mantle the cheek of the most sensitive. You may say right here that this would be a very radical departure from present methods of at least some of the dealers. When the physician wishes to prescribe for the patient he first diagnoses the disease, so he may apply the proper remedy. So in the present case, it is necessary to know just where the members have departed from the path of rectitude, in order to point out the remedy.

The preamble to our Constitution and By-Laws tells in a few terse sentences the object of the Ass'n, and among these is one which says, the object is "to inculcate the sacredness of contracts honorably and fairly entered into." Now, has this been kept inviolate? Is it honest and fair among members of the Organization, if part try to secure trade by selling the best grades and delivering a lower standard? Certainly not. It is certainly a regrettable fact that this is true. It not only does an injustice to those whose word is as good as a "bond"; but, its educational influence is of the worst type. It leads to such wrongs as the President of the First National Bank of Milwaukee committed on that community.

The present time is one that should build up the honor and integrity of the Exchange; so that the Citizens of Greater Pittsburg and the surrounding community are taught that it is better to buy from the members of an Organization who will deliver just what was bought and sold. If this policy was strictly adhered to, our friends in the nearby towns will cease to favor the irresponsible shipper, who says their goods are "number one for country points." Again, the present is one in which the Inspector ought to have the influence of every member in a fair and honest grading, and if errors of judgment may be made, not to condemn, but to lend assistance in rectifying any such errors.

The volume of grain and hay distributed in Pittsburg and nearby stations is growing yearly, and there is much more territory as yet undeveloped.

D. G. Stewart, who was booked for an address on The Future, charged the speakers who preceded him with appropriating his speech, so abandoned his manuscript and gave an extemporaneous talk.

Addresses by the Gen'l Frt Agts of the Pennsylvania, the B. & O. and the Wabash roads were followed by C. H. Tingley of Columbus, Geo. A. White, Chicago, Peter Keil and S. B. Floyd.

H. G. Morgan, in telling of "What We Need," pointed out the need of public hay warehouses, a public railroad eltr., an assembly yard for all grain and hay receipts, and the advantage of being kept posted by railroads of everything done by them affecting the grain and hay business.

Every firm in the building kept open house, and their new quarters were inspected by all. Cigars were provided in abundance and some of the offices, as well as the Exchange quarters, were beautifully decorated with buds, blossoms, wild and cultivated flowers.

Little attention was given to business—the all absorbing labor at hand was the opening of the new rooms, and they did it right.

The Morris Drier

is not the most expensive to install or operate but it does satisfactory work

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Grain Purifying

When properly done is the most profitable work in the elevator, and costs very little.

Must, Smut and Mold Odors, Water and Climatic Stains Removed, leaving grain clean in appearance and with natural aroma.

Every elevator is interested in this work, and you should write us by next mail for description and grain samples of work. Address

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GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8 1/2 x 13 3/4 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth half Russia.

Price \$2.00

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255 La Salle Street CHICAGO, ILL.

If You Want

regular country shippers to become familiar with your firm name, place your "ad" here.

Grain Carriers

Minot, N. D., is to be reached by the Soo Line extension Aug. 1.

Grading has been commenced on the 20-mile extension of the C. M. & St. P. from Armour, S. D.

The Missouri, Oklahoma & Gulf is to be extended north to Kansas City and south to Fort Worth.

Transit thru the Welland Canal has been delayed by the carrying away of 3 gates of a lock by a steamer.

Members of the rivers and harbors committee of congress were entertained recently by the grain dealers of Louisville, Ky.

America has only 897,000 tons of shipping in the ocean carrying trade compared to 16,000,000 tons under the flag of Great Britain.

Plans have been made by the Northern Pacific for an extension of 40 miles from McHenry, N. D., north thru the Fort Totten reservation.

The Rock Island has made a rate of 7½ cents on wheat from Chicago to Minneapolis, a reduction of 2½ cents, effective May 15 to 31.

St. Louis' Merchants Exchange has recently indorsed the administration's plan to enlarge the powers of the Interstate Commerce Commission.

Stockholders of the Farmers Railroad decided May 10 to extend the road 35 miles northwest from Starkweather, N. D., locating 3 new towns and saving considerable haul of grain.

Construction of the La Crosse & Southeastern is progressing rapidly and the first train is to be run into La Crosse, July 1. Trains now are running between Virroqua and Stoddard, Wis.

It is said that the Kansas City Southern, which has been acquired by the Holland interests and John W. Gates, will be extended from Shreveport to New Orleans and operated in connection with a grain line such as the Burlington or St. Paul.

Port Arthur, Ont., wants the Dominion government to maintain an ice crusher to lengthen the season of navigation. In past years, Duluth, on the same lake, has averaged a season more than 2 weeks longer. Western Canada Boards of Trade will be asked to join in the demand.

A. B. Stickney, pres. of the Great Western, has filed with the senate committee on interstate commerce, a statement in favor of giving the Interstate Commerce Commission power to make rates. Speaking of rebates he says that "since the injunctions the traffic directors have stopped paying rebates on grain shipments, but in lieu thereof have paid elevator fees, which is another way of giving rebates."

One of the northwestern roads controlled by Rockefeller, in its campaign against railroad rate legislation, has recently sent out the following letter to local agents: "Please select the names of the five leading and most influential farmers in your territory, and the five similarly important shippers, and send

the ten names (indicating the class to which each belongs) to this office. Attend to this immediately. It might be well for you to let each of these gentlemen know that you have recommended him to headquarters as a person to whom it will be worth while for the Chicago office to send facts, and information based on facts, in relation to railroad rate regulation."

Evidence on alleged discrimination in favor of Texas corn meal millers and against millers in states north and east was heard by the Interstate Commerce Commission at Chicago May 8. Nothing new developed and the Commission has reserved its decision. The facts are that last February the roads advanced the rate on meal into Texas 5 to 6 cents, leaving the rate on corn unchanged. Since the meal rate already was 3 cents higher this made the difference 8½ to 9½ cents; but vigorous objections by the Missouri River millers effected a reduction of the differential to 5 cents, which they alleged is still too great.

E. S. Woodworth, president of the Minneapolis Chamber of Commerce, who is qualified by his experience as railroad agent to take a broad view, testified before the senate committee on interstate commerce May 15, saying: I voice the sentiment among the grain shippers in my city when I say that we want the ratemaking power left in the hands of the railroads. We find the present laws adequate and nothing else is needed but co-operation of shippers with the roads in enforcing laws. We suffer from no oppression; we have never had to appeal to the commission or the courts, and we want no change. A distance tariff would result in chaos. If it were not for the present long-distance rates into St. Paul we should not be able to make a market for Pacific coast wheat, lumber and coal. But for these rates, the coal fields could not exist, because local demand does not support them, and besides that, we would have to import Canadian wheat, lumber and coal.

What is the daily life of a circuit judge? Today he is engaged in unraveling the mysteries of a patent case—burrowing into all the past of some complicated piece of machinery. Tomorrow he is trying a personal injury case. The next day he is delving into the meanderings of a chancery case. And thus every day is taken up with some matter of gen-

eral jurisprudence. Some day the Interstate Commerce Commission walks into court, and asks him to determine, almost then and there, that a given rate between Chicago and Podunk, wherever that may be, upon some sort of traffic that he has never up to that time heard of, is an unreasonable rate. The question may be so complicated with other questions of rates and commerce, that, before the judge is competent to sit on that question, he needs a liberal education on the whole subject of rates and commerce. He cannot take it up as he could a question that relates to every day jurisprudence. He must study the commerce of the country. He must take in the whole horizon of the subject. You might as well ask him to pick a thread out of this cloth before me, without breaking the cloth, as to pick out a rate, as an isolated thing, and determine its reasonableness, without taking up the entire traffic business of the United States. For that reason the courts, as at present constituted, and at present burdened with other work, are incompetent.—Judge P. S. Grosscup.

The Supreme Court of Mississippi on May 8 decided that the Mississippi Railroad Commission had power to make the flat rate of 3½ cents on grain and grain products from Vicksburg to Meridian. The Complaint was made in December, 1902, by the Meridian Board of Trade. Railroad Commissioner Kincannon has announced that at the next meeting of the Commission he will offer an order that towns in the Aberdeen group be granted the same rates from Greenville.

Justice Truly said: That the billing rate heretofore in force was granted by the railroad company only in return for shipments of like quantity received by consignors over the Vicksburg, Shreveport & Pacific R. R., that this prerequisite for securing the rebilling rate was in itself a discrimination, because no shipper could obtain it who had not received an equal amount of freight over the Vicksburg, Shreveport & Pacific, receipts for which were required to be shown within 90 days; that this was a manifest injustice to the wholesale merchants and jobbers of Meridian, an active competitor for trade in the same territory, as it would require Meridian dealers to move their business to Vicksburg in order to obtain the rate, and with Vicksburg merchants only entitled to the rate, they could sell goods in Meridian's



Senate Committee—"Somehow I Can't Get His Attention."—Pittsburg Post.

own territory cheaper than the merchants of that city, owing to the fact that Vicksburg receives a river rate, and there is a difference of 2 cents per 100 pounds in favor of Vicksburg on the rail rates. The evidence actually showed that Vicksburg could sell grain and grain products to Laurel and Hattiesburg consumers at 3 cents per 100 pounds cheaper than Meridian.

Decision on Seaboard Differential.

The Interstate Commerce Commission on May 18 gave its decision in the differential rate controversy which had been submitted by the parties for arbitration.

The Commission found that the differential on export traffic, below New York, should be reduced to 2 cents at Baltimore and 1 cent at Philadelphia; second, that the existing differential on lake grain from Buffalo, Erie, and Fairport should be reduced to three-tenths of a cent per bushel below the rate to New York and be allowed both to Baltimore and Philadelphia; third, that otherwise the present export differentials should remain in force.

Commissioner Clements filed a dissenting opinion opposing the fixing of any differentials by the Commissioners.

Commissioner Prouty, who wrote the opinion for the Commission, said that as Baltimore and Philadelphia have natural advantages in location, as Boston and New York have certain natural advantages in ocean facilities, and as it is impossible to make and maintain the same rate through all the ports, "the true inquiry is to determine what will equalize the advantages of transportation through these various ports, and what part of the advantage which Baltimore and Philadelphia enjoy through inland haul shall

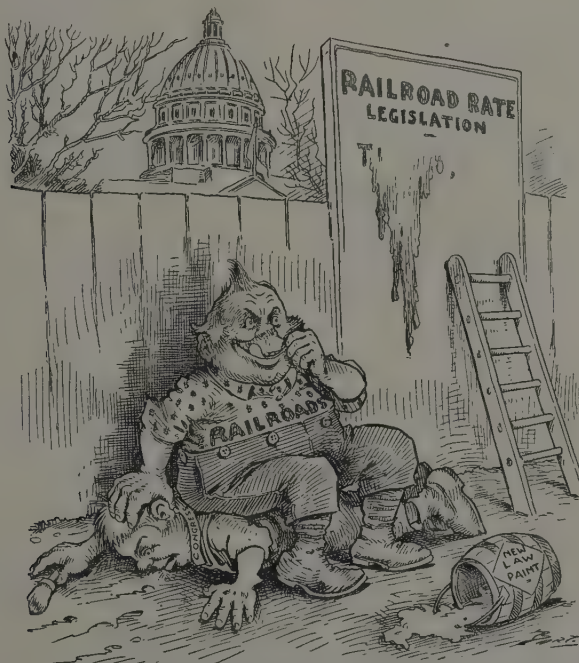
they be allowed to retain to compensate them for their disadvantages in the water haul?"

"These four cities are seaports. This is a fundamental advantage of location which entitles each and every one of them to participate in this export business, and the public interest requires that this right shall be recognized. But each has certain subsidiary advantages peculiar to itself which should be preserved in so far as is compatible with free competition. It may well be, therefore, that Baltimore should be given a somewhat more favorable rate on all rail than on all rail and water traffic, for it possesses an advantage in the former case which it has not in the latter."

The Commission disagreed with the contention of New York that the effect of these differentials is to force traffic out of natural channels and to impose an enormous burden upon the public. With respect to ex-lake grain he holds that "to decree that traffic should move by the cheapest route would be to entirely eliminate competition, which, within reasonable bounds, is for the interest of the general public."

"This is not a proceeding in which the commission could make an order, nor do we intend to intimate that the facts appearing would justify an order in any proceeding. Our impression is that the above modifications would be fair to the various communities and lines of railway interested, and that it is in the public interest that these difficulties should be so adjusted that all the ports and the various lines serving them may fairly compete for this traffic."

The Spring Wheat: What makes you so red in the face? The Red Russian: I'm blushing for shame to think we are being foisted on the buyer as good red winter.



Constitutional, But—Atty. Gen. Moody says Congress has the Power to Fix Railroad Rates; the Question is, Has It?—Minneapolis Journal.

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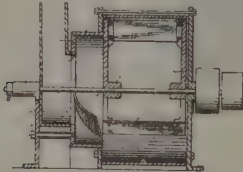
Tickets on sale frequently, beginning May 23rd, till Sept. 29th. Also very low rates to Seattle, Tacoma, Bellingham and Everett, Wash., Victoria and Vancouver, B. C., and San Francisco, Los Angeles and San Diego, Cal. For low round trip rates, dates of sale and other information apply to F. P. Lasier, City Passenger and Ticket Agent, 115 Adams St., Chicago.

Patents Granted

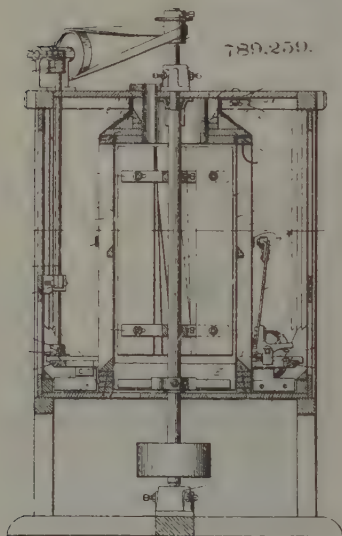
Gas Engine. No. 789,246. Fred E. Youngs, Allegheny, Pa.

Gas Engine. No. 790,018. Geo. A. Al-drich, San Francisco, Cal.

Continuous Internal Combustion Turbo-Motor. Chas. Lemale, Arfort, France.



789,555.



789,259.

Carbureter for Explosive Engines. No. 790,173. Frank A. Biehn, Chicago, Ill.

Sparkling Device for Explosive Engines. No. 789,426. Adolf Herz, Vienna, Austria.

Machine for Separating and Cleaning Hemp Fibers. No. 789,504. Michael G. McLane, San Francisco, Cal.

Atomizing Carbureter for Explosive Engines. No. 789,537. Jules Grouvelle and Henri Arquembourg, Paris, France.

Rotary Gas Engine. No. 789,921. Edwin R. Langford, Los Angeles, Cal., assignor of 1/2 to Jas. L. Herrick, Fairbank, Ariz.

Cooling Mechanism for Explosion Engines. No. 789,382. Hans Richter, Nuremberg, Germany, assignor to the Vereinigte Maschinenfabrik.

Carbureter for Gas Engines. No. 789,749. Harry B. Maxwell, Rome, N. Y., assignor by direct and mesne assignments to Maxwell & Fitch Co., Rome.

Mixing Device for Internal Combustion Engines. No. 789,673. Hans Richter, Nuremberg, Germany, assignor to

the Vereinigte Maschinenfabrik, Nuremberg.

Car Loader. No. 789,555. (see cut) Marcine C. Lilly, Maroa, Ill. A casing having inlet and delivery spouts contains a revoluble drum receiving the grain and discharging it against the deflecting plate that throws the grain into the path of several revolving shovels near the delivery spout. The casing has perforations for the passage of dust.

Grain Scourer and Separator. No. 789,259. (see cut) John B. Cornwall, Moline, Ill., assignor to the Barnard & Leas Mfg. Co., Moline. This patent covers a device for jarring the scouring case. The jarring hammers are shown in the engraving adapted to a vertical stationary walled scouring case having beaters therein, a settling chamber surrounding the case, a rotatable gear in the settling chamber, oscillating levers pivoted on the gear, jarring hammers attached to the levers, stationary cams adapted to engage the levers as they are moved around the case, and springs for actuating the levers as they are released by the cams. The ring-shaped gear in the settling chamber is driven by a loose pinion engaging a clutch on a vertical shaft driven at the top end by belt from the top of the central shaft driving the beaters.

Exports.

Buckwheat exports during the 9 months prior to Apr. 1 amounted to 264,510 bus.; compared with 30,773 bus. for the corresponding months of the preceding season.

Broom corn exports during the 9 months were valued at \$173,451; compared with \$178,733 for the corresponding months of 1903-4.

Malt exports during the 9 months were 323,062 bus.; compared with 315,608 bus. for the corresponding months of 1903-4, as reported by O. P. Austin, chief of the bureau of statistics.

Imports and Exports of Beans and Peas.

Imports of beans and peas during the 9 months prior to Apr. 1 were 419,709 bus.; compared with 797,577 bus. for the corresponding months of the preceding season.

Exports of beans and peas during the 9 months were 260,425 bus.; compared with 209,432 bus. for the 9 months of 1903-4.

Exports of foreign beans and peas during the 9 months amounted to 70,672 bus.; compared with 99,068 bus. for the corresponding months of the preceding season, as reported by O. P. Austin, chief of the bureau of statistics.

Rice Imports and Exports.

Imports of rice and rice products for the 9 months prior to Apr. 1 were 35,029,755 pounds of rice and 50,595,116 pounds of rice flour, rice meal and broken rice; compared with 59,623,219 pounds of rice and 55,874,076 pounds of rice flour, rice meal and broken rice for the corresponding months of the preceding season.

Rice exports for the 9 months were 58,823,474 pounds of rice and 34,223,902 pounds of rice bran, meal and polish; compared with 1,009,671 pounds of rice and 25,208,340 pounds of rice bran, meal and polish for the same months of the preceding season, as reported by O. P. Austin, chief of the bureau of statistics.

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Supply Trade

The ad of yours that is funny enough to make a man laugh is generally weak enough to make him laugh at you.

The B. S. Constant Co., of Bloomington, Ill., writes that it is enjoying a greater number of sales for this time of the season than ever before, and expects a very good year for grain handling specialties, including the U. S. Corn Sheller recently introduced through this journal.

Philo F. Chase, at one time actively engaged in the construction of elevators, as a member of the Chase Elevator Co., died May 21, at Wesley Hospital, Chicago. His firm in the early days built over 300 grain elevators, and he was the original inventor of the helicoid spiral conveyor now in general use.

Fred Friedline, architect and contractor of grain elevators, has established himself at Room 503 Traders bldg., 255 La Salle st., Chicago, where he will continue the designing and building of first-class grain elevators, being prepared to design and erect grain elevators of wood, concrete or combination materials.

The Western Millers' Mutual Fire Ins. Co. on Jan. 1 had \$3,260,575 of insurance in force. Its assets of \$644,118.13 included \$584,271.28 deposit notes, \$4,250 real estate loans, cash in banks \$53,380.78 and premiums in course of collection. The co. started the new year with no liabilities, and Actuary John A. Lee of the Mo. Ins. Dept. after going over the cos. books wrote a very flattering letter commending the co. and the indemnity offered.

The Marseilles Mfg. Co., of Marseilles, Ill., which in 1896 was granted 10 years by creditors in which to pay claims, has done better. The time granted did not expire until Apr., 1906, but the company now has paid old creditors in full and increased its net assets over liabilities more than \$125,000 from the earnings of the business. The company has added largely to its buildings, lands and machinery equipment, including a 200-h. p. steam power plant as an adjunct to the

water power by which the plant is operated.

The K. C. Mfg. & Supply Co., of Kansas City, Mo., has just issued Catalog No. 2 for 1905, illustrating and describing a complete line of elevating, conveying and power transmitting machinery and supplies, which have been carefully selected as suited to the needs of the grain trade of the Southwest. Among the company's specialties which are described in this catalog are belt conveyors and appliances, spiral conveyors, flights, linings and couplings, elevator buckets of many kinds, boots, heads, steel tanks, and turnheads, bin bottoms, hopper bottoms, flexible, swivel and bifurcated spouts, car pullers, power shovels, friction clutches, shafting, pulleys, hangers, boxes, link-belt, sprocket wheels; together with some of the best known makes of grain cleaners, corn shellers, oat clippers, scales and engines. This volume of 253 pages is profusely illustrated, contains price lists for all sizes, a well written text and a copious index. Readers of the Grain Dealers Journal will be sent a copy free on application to the company.

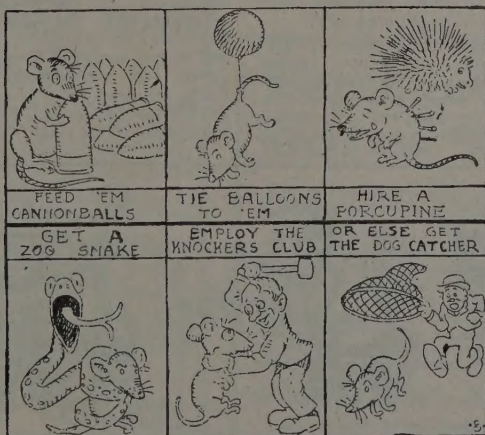
Practical Suggestions Wanted

Every grain Exchange, also every office building which is occupied by cash grain firms, seems to be properly considered the home and palace of Mr. Mouse. Grain firms generally keep traps set for the unwary ones, but enuf escape to worry the grain man to the breaking point.

This little pest seems to have captured the Cincinnati Chamber of Commerce so completely that, in wild despair, a rat catcher has finally been sent for. A local daily ventured the most excellent suggestions for extermination shown by the illustrations reproduced herewith, but the officials of the Chamber of Commerce did not see fit to adopt any of these suggestions. However, they sent for an experienced rat catcher, who, if he succeeds in the task set, will be given honorary membership and an official position for life.

Other suggestions will be welcome.

De trouble wif some mighty smart men, said Uncle Eben, is dat when a opportunity comes along, dey does so much mental arifmetic about it dat it's clean gone pas' befo' dey gits de answer.—*Washington Star*.



Suggestions for Extermination of Mr. Mouse.

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Supreme Court Decisions

On interstate shipments the initial carrier may limit its liability to damage occurring on its own line.—*Gulf, W. T. & P. Ry. Co. v. McCampbell*. Court of Civil Appeals of Texas. 85 S. W. 1158.

The general rule, subject to exceptions, is that a delivery to a common carrier is a delivery to a vendee or consignee.—*Butts v. Hensley*. Supreme Court of Nebraska. 102 N. W. 1011.

A person receiving from a carrier a consignment of grain has a right to rely on the statement of the carrier's station agent that the place where the grain is to be unloaded is safe.—*Bachant v. Boston & M. R. Co.* Supreme Judicial Court of Massachusetts. 73 N. E. 642.

Where a carrier's clerk, who classified goods to be shipped, had seen them as they were being loaded into a car, the carrier could not reclassify the goods, and demand additional freight as a condition precedent to a delivery at their destination.—*Illinois Central R. Co. v. Seitz*. Supreme Court of Illinois. 73 N. E. 585.

The provision of a bill of lading that the shipper shall give notice of damages within five days after the arrival of the property at its destination relates to damages to the property, and not to damages resulting from a change in the market during the wrongful delay in delivery.—*Loeb v. Wabash Ry. Co.* Kansas City Court of Appeals, Missouri. 85 S. W. 118.

A decision of a person designated in a contract as the final arbitrator as between the parties to that contract is conclusive upon them, in the absence of fraud or of such gross mistake as would necessarily imply bad faith, or of failure to exercise honest judgment.—*Merchants Nat. Bank of St. Paul v. City of East Grand Forks*. Supreme Court of Minnesota. 102 N. W. 703.

Under Comp. Laws, sec. 5031, giving a lien to warehousemen, which shall extend to all legal demands for storage against the owner of the property, where goods, removed without payment of charges, are subsequently stored, the warehouseman may retain them for payment of the first charges.—*Kaufman v. Leonard*. Supreme Court of Michigan. 102 N. W. 632.

Where plaintiff, through an agent, procured defendant, who was a member of the Board of Trade, to purchase wheat on plaintiff's account for future delivery, the fact that plaintiff intended a gambling

transaction, and not an actual delivery of the wheat, did not render the transaction unlawful as to defendant, who had no knowledge of such intention, and contemplated a bona fide transaction.—*Hocomb v. Kempner*. Supreme Court of Illinois. 73 N. E. 740.

The relationship existing between a stockbroker and his customer being fiduciary in character, an action will lie for an accounting between them, wherein the burden is on the broker to show that his trust duties have been performed, and the manner of their performance.—*Haight v. Haight & Freese Co.* Supreme Court of New York. 92 N. Y. Supp. 934.

Where a landlord orally participated in his tenant's agreement, made to secure a loan from plaintiff, and agreed that the tenant should ship plaintiff 400 sacks of rice to be grown on the rented land, such agreement was not a contract to answer for the debt, default, or miscarriage of another, within the statute of frauds.—*Groesbeck v. T. H. Thompson Milling Co.* Court of Civil Appeals of Texas. 86 S. W. 346.

The owners of land and of a half interest in crop raised thereon—the other half interest being owned by their tenant—are not estopped to set up their right to the crop because they allowed it to be shipped to market in the name of the husband of one of them, as against attaching creditors of such husband; they not being bona fide purchasers, but merely acquiring such rights as he had.—*Monroe v. Mattox*. Court of Appeals of Kentucky. 85 S. W. 749.

Where a consignor falsely represents to a carrier that the goods which he desires to ship are of a certain kind, and the carrier, without knowledge that they are of a different kind, accepts them and fixes the freight on the basis that they are of the character stated, the carrier, on discovering that they are subject to a higher rate, may charge such higher rate, and hold the goods until the additional charges are paid.—*Illinois Central R. Co. v. Seitz*. Supreme Court of Illinois. 73 N. E. 585.

Where a draft was forwarded to a bank for "collection and credit," the bank became a mere agent of the forwarder for its collection, with authority only to present the draft for acceptance, collect the same when due, and credit the amount thereof to the forwarder; and it could not claim any rights in the draft higher than those possessed by the forwarder.—*Bank of America v. Waydell*. Supreme Court of New York. 92 N. Y. Supp. 666.

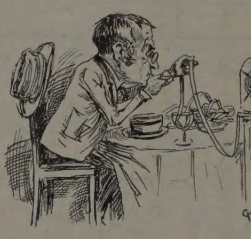
Where the goods can be properly cared for and held until the shipper can be communicated with, the carrier will not be justified in selecting another route without notice to him and instructions from him. And this is true even where

there is a stipulation in the contract of shipment to the effect that every carrier shall have the right, in case of necessity, to forward the goods by any railroad or route between the place of shipment and the place of designation.—*Fisher v. Boston & M. R. Co.* Supreme Judicial Court of Maine. 59 Atl. 532.

Where the authority of the sole manager of a grain business to employ solicitors was not expressly limited, and there was a custom in the territory where the business was conducted to employ solicitors for one year or longer, it would be presumed, in the absence of evidence to the contrary, that the authority of the manager was conferred in contemplation of the custom; and a solicitor who was given a contract of employment for a year by the manager would be protected in such contract if he entered into it in good faith and in the exercise of reasonable prudence.—*Reupke v. D. H. Stuhr & Son Grain Co.* Supreme Court of Iowa. 102 N. W. 509.

Where plaintiff loaned a tenant the sum of money sued for, to be used by him in growing a specified rice crop on the leased land, the tenant's parol agreement to ship plaintiff 400 sacks of rice out of such crop did not affect the property. Where a landlord assented to an agreement that his tenant should deliver to plaintiff a certain amount of rice grown on the leased land, as a part of a loan of money by plaintiff to the tenant to enable him to make the crop, but the landlord thereafter took such rice and appropriated it to his own use, he was liable to plaintiff therefor.—*Groesbeck v. T. H. Thompson Milling Co.* Court of Civil Appeals of Texas. 86 S. W. 346.

An agent for a mutual fire association, who had authority to take applications, deliver policies, and collect contingent fees, collected from an applicant a fee in excess of the legal contingent fee, on an understanding with insured that he should not be liable for any further payment during the first year of the policy. The amount turned over to the association by the agent, after deducting his percentage, exceeded the amount which it would have received if the legal contingent fee had been charged, and the association issued a policy, and thereafter an assessment was made against insured, which was not greater than the excess over the legal contingent fee. Held, in an action on the policy, that the association could not defend on the ground of nonpayment of the assessment, since it could not deny the agent's authority in collecting the excessive contingent fee, and it had sufficient funds of insured to satisfy the assessment.—*Younghoe v. Grain Shippers Mutual Fire Insurance Co., of Ida Grove, Ia.* Supreme Court of Iowa. 102 N. W. 139.



Different Stages of Tickeritis.—Northwestern Miller.

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The book contains 240 pages, size 10 1/4 x 15 1/4 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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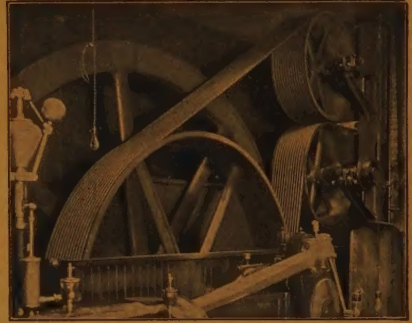
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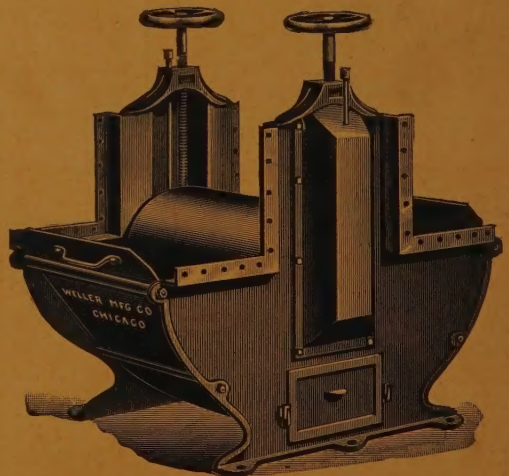
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